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	PLACE O	25X1C	25X1A	~**	man extensión (menosas y morrorios) (m. 1917). (m. 1
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REFERENCES			tch on ditto		The second secon
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· ·				·	
					25X1X
1.,	Flant No 301			,	
	a. Location: On the west field.	ern border d	of Moscow-Khimk	i air-	
	b, Plant history: The pl Before the var small fight know whether this production	ers w <mark>er</mark> e bui	.lt.	tybinsk. not	25X1/
	c. The plant was managed	by a Soviet	general.		
	d. Nork force: 500 in cases		iree shifts and	Ind Ims	
	e. Rate of production: No craft shipments left the wore delivered from Mybiasi	Lant every v			
	f. Description of the air Probably a fighter trainer bladed propeller, low-wing rounded wing tips. Single-of fuselage, about 40 cm his mear and of fuselage, same ing gear retracting rearrant fuselage considerably short pit beginning at leading ed	fitted wit monoplane w rudder ass lgh. Elsvat faguration rd, tail whe ter than sec	th a radial english straight will embly mounted a for assembly for as wings. One- el; front secti tion aft of wir	ine, four- ings and at rear med as -axle land- ith of ngs. Cock-	
	CLASSIFICATION CONTIN	DENTIAL.			25X1/
		Markette Marth, Marc Tradinger		- glambard com in trans	Millerine talke talk allates program on salates carrier section of the sec

		CONFIDENTIAL		25X1/
		3		
	5.	Plant No 456:		
		Production of V-2 propellent charges.		
	6.	Flant No 293: Located between Flant No 456 and the launching		
	.	tower, experiments with booster propulsion units attached to the undersides of single-and twin-engine conventional aircraft.		
25X1/		Comment: The factual report confirmed previous information on the Ahimki plants. ** In previous reports it was stated that besides V-1 fuselages also Yak-7 aircraft were being		051/4
		produced.		25X1
			<u> </u>	
			,	
25X1A		c. The data on Flant 456 are confirmed. The schematic location sketch is	l	25X1
2	•	also in agreement with previous information.		
25X1A	*	Comment: tne old Ger-		•
25X1A		man V-2 was being built in the plant, but that experiments for		
		a new composition of the propellent charges were being made at the laboratory.		
			•	

25X1X

25X1X

	CONFIDENTIAL- 1/Annex	25X1A
Leger	nd to Annex:	
1	Vorkshop	
	a Administration, two stories	
	b Magazine	
	c Lene dividing the installation into two sections	
	d Workshop in which about 30 new German machine tools were installed about the Summer of 1948 (lathes, milling and boring machines).	
	e laboratory	•
i	f bureau	
	g Room with apparatus, no details available	
	h Workshop with about 20 lathes and presses. Cylindri- cal aluminum bodies were manufactured. No details available.	
	i Instruction room furnished with six V-2s which arrived from Germany in late 1917. German and Soviet engineers daily experimented with the V-2s.	
2	Boiler house	
3	Propellent charges laboratory	
4	taunching tower extending 3 meters below ground and 9 meters above. The tower was 6 meters square and of reinforced concrete. A winding air led to a point two thirds up the tower from where gangways led to the two compartments furnished with a large number of measuring instruments. Above these compartments were two rooms furnished with one aluminum container each 2 meters high and 12 meters in diameter. The container, the contents of which were unknown, were connected to the compartments below. The V-2 propellent unit was cylinder shaled and tapered to one end. The unit was of aluminum and had many aluminum tubes and other devices attached to it.	
5	A bunker with a surface area 10 x 6 meters filled with steel buttles and measuring instruments was beside the launching tower.	

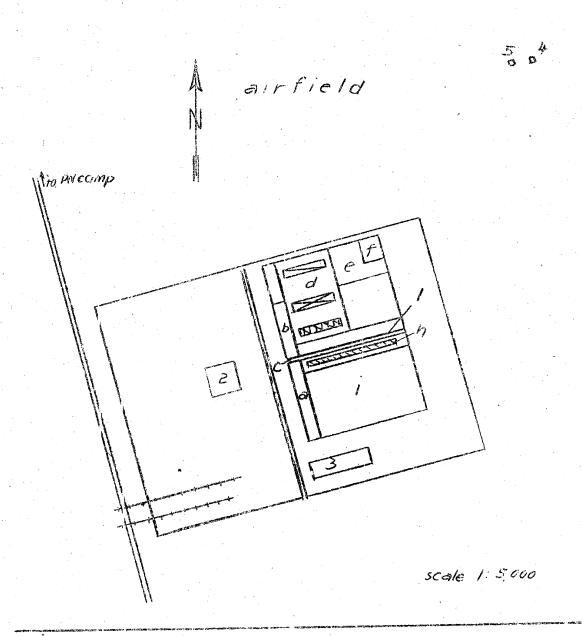
25X1A

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Annex to (

Layout Sketch of the V-Weapons Plant in Woscow-Khimki



Streets

Spurtracks

Legend: See report

Lathes

Boring machines

NNNN

Milling machines

EZZZ3

Small lathes

CONFIDENTIAL

57	Apprayed ForTRelease 2002 08/15 : CIA-RDP83-00415R0109000700 07-6	23/1/
COUNTRY	Soviet Union REPORT NO.	•
.43	Air Frame Plant No 23 In #OSCOW-FILT	ename mater
	25X1A 25X1A	
EVALUATION_	25X1A PLACE OBTAINED	
DATE OF CO	losy40	
DATE OBTAIN		aringga Addings article.
		MEDICANIA (LOSMOTE 1 %)
REFERENCES		CALCALONA TANDE
	ENCLOSURES (NO. & TYPE)	mesegesperminelles : 5
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erprocess (All to ever Unique), a verbic month exist.	TRANSIC BANKS OF A PERSONNEL CONTROL OF THE ARCHITECTURE C	-कार्रका ना गरंघ
MEMORY AND ALL TO SERVE ALTERNATION OF LITTLE PA		
illeriis, Anklayen o Aiba 190 oo leeskay old All (1902 - Like (1904) All (1904) All (1904) All (1904) All (190		entanentalen tistanler s. e.
<u> </u>		
		.25X1X
1.	Location: See references.	
2.	Gonstruction work: Only repair work on damaged buildings was observed.	
3.	Equipment with machinery: In early 1946 the machinery was returned from the Ural Mts. It was supplemented by dismantled German machinery and US equipment.	
4.	Work force: Civilian workers and uniformed engineers and air force officers in equal numbers.	
5.	Production: *	
	a. Three twin-engine aircraft per day.	. *
	Description: Midwing monoplane, radial engine, double rud- der assembly, clazed nose turret fitted with a machine gun pointing rearward, turret about the length of the wing chord.	,
	A step fitted with a machine gun was visible between the wings and the rear of fuselage. Main landing year with dual wheels, tail wheel.	
	b. Assembly of radial engines. production of tail units in this workshop. An officers' school was established in this workshop early in 1948. Aircraft models	25X1A
	were taken into the workshop for this purpose.	25X1A
6.	Various aircraft observed	25X1A
	a. Two helicopters, which seldom flew.	
	b. Various experimental aircraft (designated as such by the Soviets), including a jet fighter.	•
	c. A four-engine bomber, which was said to be produced as a prototype in the plant	25X1X
* .	CLASSIFICATION SECRET	25X1A
	CONCERNIATION CANCELLA	

- a. The capacity of the plant was not exhausted by the production of three aircraft per day. The presence of the many engineers and officers and of the experimental aircraft either indicated the conversion of the plant to a developmental plant or the establishment of a technical school.
- b. The output in the assembly hall was so small that possibly only repair work was performed there.
- c. Standard work quotas were not prescribed. At special workers' meetings the necessity for high quality work was stressed. This would support the assumption of an experimental plant.

25X1A

25X1A

Comment:

- a. The production at the MOSCOW-FILL Aircraft Plant No 23 of TU-2 aircraft or of a modified version, (further development of this type) is confirmed for early 1948. The production of three aircraft dely is considered correct for that date.
- b. The conspicuous stap mounted on the lower side of the fuslage was mentioned in other reports as a ventral turnet for machine gun. This would indicate a modification in the design of the fuselage, since this step, or turnet, was not observed with the first aircraft of this type.
- e. So far the production of experimental aircraft has not been reported although such a production is possible.
- d. The most probably interpretation of the data of this report seems to be that the pertinent aircraft were models required for the technical school apparently established there. Flying with four-engine aircraft or jet fighters is hardly possibly considering the 3,300-foot runway of the airfield which is not adaptable to expansion.

	·	
SECRET.		l

Approved For Release 2002/03/15 : CIA-I	
TOPIC Dzershinski Locomotive medair Plant in	
To Sall 11/mt. in	VG.((3): [2]]
EVALUATION 25X1A PLACE OBTAINED	
DATE OF COURT	25X1C 25X1A 25X1A
DATE OPTAINED	
REFERENCES.	EPARED 18 January 1950
PAGES 1 ENCLOSURES (No. & TYPE) 2 bluen	and and an
REMARKS	Prints
25X1X	
20/(1/(
1. Log-tion:	
On the northern side of the freight station Voronezh Oblast (see Annex 1).	n of VORONAZII (39012:4/51040:E)
2. Plant installations:	
The plant covers a site of 2,700 x 900 feet destroyed during the war. Some of the plan tion as early as September 1945.	t. The installations were partly nt departments had resumed arodus
tion since 1947, an administration bust	station has been under construc-
not yet; equipped (for plant layout see Ame 3. ore force:	ex 2)
The state of the s	
About 3,000 Soviet Corkers, including 40 per P's employed for construction purposes.	reent women in addition to 150
4. <u>Mission:</u>	
General overhauling of locomotives.	
X1A Comment:	
a. Report no the attached sketches represe	ent the latesh status of the
previous known locomotive repair plant in VO plant is correctly stated. On aerial photogram is entered under figure "V".	ORONAZH. The location of the true 25X1A
b. The attached sketch (Annex 2) and it a in	egond preceived by the second
rect picture of the location, size and type vidual plant installations. The sketch, wit plant workshops, is in agreement with one at	of construction of the indi-
2 finexes: 1. Location of Jan. "Dzerzhinski VONONEZH	
2. Installation of the "Dzerzhi	nski" Locomotive Hepair Flant,
CLASSIFICATION SECRET	25X1/

merend to intex 2

25X1A

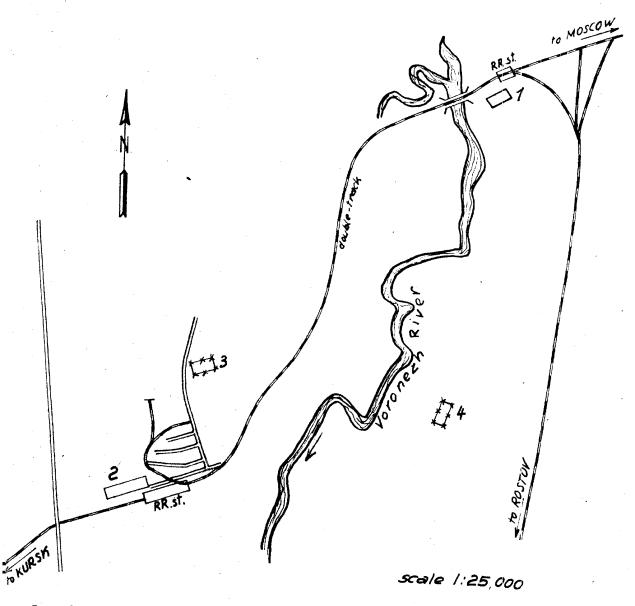
- 1 Three-story administration building, 180 x 50 feet with a 150-foot ring
- 2 One miant, Law & 60 feet; not yet in operation. I maying of the lines in the direction of the foundry. The spee had a diameter of about 2 feet.

25X1X

- 3 Lathe department, 120 x 60 feet
- 4 Foundry, 180 x 90 feet, doubted with five furnices. In forge was set as in the adstern section of the bulleting
- 5 refer station, 180 x 90 feet, equipped that bered steen beliefs and refer turbing. This turbing and revising been stored in the open and had apparently on a front the Bandbadd military direction, as inferred from its liseriation. The transfer er station is noused in the place plant.
- 6 Ten er department, 200 x 60 feet, with x i rec or no and emil-corking machines.
- 7 Pressing stop, 100 x 60 feet, with a metric ross 10 feet al, n. Sheet metric fairles for locomotives were pressed note.
- & Meschall, kitchen and Jost and ange, 120 x 75 feet.
- 9 Boiler forge
- 10 Assembly hell with large crane institutions and achine tools placed slong-the wills of the nell (auddings 9 and 10: 120 x 75 re et).
- 11 Cosli dump
- 12 Scrip duap
- 13 Iron meterials dume.

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SWOWNER	
SECTION -	

Location of the "Dzerzhinski" Locomotive Repair Plant in VORONEZH



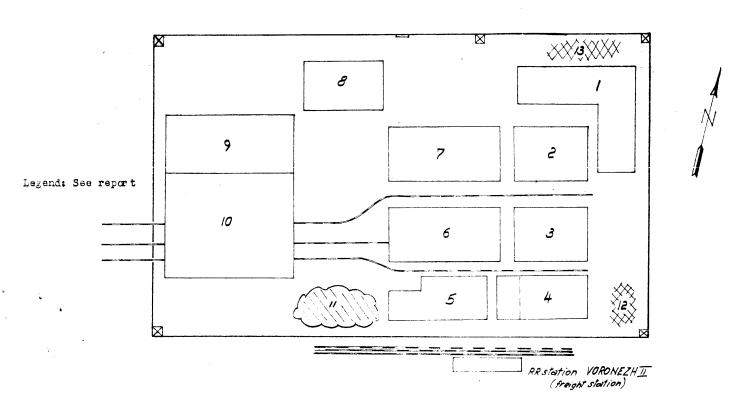
Legend:

- Waggon repair plant Locomotive repair plant and 4 PW camps

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Annex 2
Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070007-6

Installations of the "Dzerzhinski" Locomotive Repair Plant in VORONEZH



not to scale;

25X1A EVALUATION PLACE OBTAINED DATE OF CONTENT DATE OBTAINED DATE PREPARED SO OVERDET 1949 REFERENCES PAGES ENCLOSURES (No. & NYE) 1 Blueprint REMARKS 25 ENCLOSURES (No. & NYE) 1 Blueprint REMARKS 25 Traffic Facilities Doble spur tracks leading to the main line (wide-gauge line divided the plant in half. Only the part to the east was covered with buildings. 4. Plant Instellations (the following enumeration corresponds the numbers of the sketch). Departments recorded: (1) Assembly Thop Completed in the rail of 1946rea: 650x260 feet. Instellation: A heavy crane with an estimated 2-ton load capacity for dismounting and mounting of locomotive parts. Some vertical turning and boring machines (of German and British make) and other machines had the inscription TRB-maches services or the NALLE* (Reichsbehn Repair Plant in WALLE* II 52/D 92).	25X1A. TION PLACE OBTAINED 25X1A BTAINED DATE PREPARED 28 Ovember 1849 NCES 5 ENCLOSURES (NO. & TYPE) 1 Blueprint (S	COULTRY -	Sound make The Found
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TECRUTY-			
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Four wide-gauge tracks led into the workshop. Inder these tracks were the assembly pits with drain pipes to the sewage system at the northern side of the workshop. The pits, 5 to 6, feet deep, extended over one third of the workshop.

(2) Cld epairshop

Used for supplementary work such as welding, drilling and turning.

(5) er construction

It was completed in rough brickwork and said to be equipped with machines, (lethes, etc.) from the UALLE leichsbahn Repair Flant.

Tenders were scheduled to be repaired here.

(4) Tater Casin

Used also for the supply of the power plant. Teasurements 650 c650 feet at the top and 8 feet deep.

(5) Tipe system

Three iron pipes about 32 inches in diameter led from the water basin to the momen plant. The pipes mere sumported on above-ground frames about 16 feet high.

(6) Forer plant

Details are not available. Yough brickwork smoke stack, about 16% feet high. Completed early in 1947.

(7) <u>Ferriconstruction</u>

This was not completed and covered an area about 26-x130 feet. It will allegedly serve to house the gas works.

(8a) through (8c) Torkshop

It was the first workshop in operation (in 1944). To details are available.

5. orking lime

about three hundred loviet workmen. ork was done in three eight-hour shifts.

6. Troduction

a. Loconotives and tenders were repaired. The loconotives (generally designated Lizenz loconotives) had 10 axles, 4 having wheel sets 61 feet in diameter, 6 axles had wheel sets of smaller dimensions. They were worked "F 20".

The tenders of the loconotives had four (perhaps six or even eight) axles and small wheels. The tenders were modern and suitable for long runs. The coal was supplied to the locomotive by a spiral conveyor. The locomotives and tenders were mounted on underectriages built for master wide-gauge tracks.

The locomotives a higher coal consumption than that of the German express train loconotives.

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b. Three to four locamotives were repaired simultaneously in orkshop o. I in three or four days, if no other repair work was done. Lepair work normally consisted of cleaning and de-rusting boilers and pipes. The pipe parts were installed and locamotives repainted, if remained. The repaired locamotives left the workshop and the plant under their own power.

25X1X

7. Location

Opposite the VORO HZH (55°20' 1/28°38'E) passencer railroad station.

8. Plant rea

Soout 1,500 x 650 feet.

9. Traffic Facilities

Four tracks to the rain line.

10. Last Listory

The plant existed before orld ar I as indicated by British workshop constructions of 1911. The loviets destroyed the plant then they retreated in orld ar II. Reconstruction started in 1944 and reduction was resumed at the end of 1946.

11. <u>Acut Installations</u> (the following enumeration corresponds to the numbers of the sketch)

25X1A

Departments recorded:

Only one sketch was hade

(1) Assembly shop

Steel frame structure with two track installations, 300x150 feet. Installation: Assembly pits were under the tracks. There were two ceiling traveling crahs. Tachine tools were on both sides of the workshop.

(2) Torks op for dismantling locametives

A steel frame structure, 300x115 feet. Two ceiling travelling crabs.

(3) orkshop

Carpentry, denot for instruments and punching shop.

(4) Cooling mater basin

TECRUP-	

ECRET

- (6) Power plant
 A four-story stone building; 80x50 feet. A new turbine was installed in the Summer of 1947.
- (5) "ater pipeline to the power plant

Still under construction.

- (7) Gas works with coke production
- (8) orkshop building
- a. echanical morkshop. Installation: atomatic machines, turret lathes, horizontal and vertical drilling machines, milling machines and planers.
- b. Repairshop for tenders. Installation: Two ceiling cranes.
 - c. Destroyed Torkshop section.

12. "ork Force and orking Time

About 250 P's employed in one day shift mainly for reconstruction work. Soviets worked in the production departments in three 8-hour shifts.

13. Froduction

25X1A

a. Legair work (including boiler requirs) on freight train locomotives of the types FD-20, FD-21 and FD-22 (with one set of small running wheels, five sets of large driving wheels and one six-axle tender).

b. Tork on four to six locomotives was done simultaneously. After repair, about five locomotives were coupled and tomed out of the morkshop by one oneine.

December 1045 to December 1949

14. Output for October 1947: 27 heavy loconotives.

Until early ay 1948

L5. Lccomotive repairs, turning of wheels and mounting of tires.

also mentioned a forge, a lathe show and a hardening shop,

July 1946 to September 1948

16. Fonthly output in 1948: 18 to 25 locomotives.

June 1945 to March 1949

17. Earthly output: SS locomotives, mainly loun-distance locomotives "Jo".

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1. (a. 1.)	
キャレン・シー 生。当	

25X1A 25X1A Convent: The reports confirm and supplement each other in all essential points. 25X1A 1 Acmex: Plant Layout of the Dzerzhinsk Locomotive Repair Tlant in VORO FZH

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STOR IT. 25X1A

AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	Approved For Reliea Sec 2002/08/15 :: CIA RDP83-00415R010900070007-6	25X1A
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TORONIA -20	Admintern Predger Plant in Voronezh	-різунда қайындағу қада тұғында ейесі жік ойы. Жер
MELL	25	X1A
EVALUATION	25X1A PLACE OBTAINED 25X1A	- . ••
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		25X1X
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. •		
1	Location:	
	In the northwestern town section of Voronezh (39012°E/	•
	51040' N), Voronezh Oblast, north of the electro- signal Plant and west of an arterial road to the	
	north-northwest?	
2.	Plant installations:	
	The reconstruction of the plant, destroyed by the	-
	retreating Loviets, started in 1945. The plant de-	
	called Romintern in 1949. Some plant buildings were still under construction in april 1949. Nost of the	
	plant buildings were iron frame structures with trickwork or concrete and roofs of concrete slabs.	. •
	The modern machinery was of American, Czech and Ger-	
	man origin. The building of the factory-owned nower plant was completed in Larch 1949 and one of the two	
1	projected turkines was fitted. The steel foundry had two manually fired open-hearth furnaces. For plant	
	layout see Annex.	. •
8.	Vork force:	
	lo details available.	
	· · · · · · · · · · · · · · · · · · ·	OFV4A

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4.	Production:		
	Mass production of caterpillar power shovels and all component parts except for electric motors. Shovel canacity 1 cbm. The annual output in 1948 was 50 power shovels.** The plant		•
	also produced caterpillar chassis, rotating rings, chain links and cog wheels. for sketch of power shovel see Annex 10.2.		
		•	
25X1A *	Coment:		
	The report confirms and sipplements previous information on the plant, the location of which is sufficiently determined from war-time and post-war records.		
25X1A ***	Comment:		
	Annex 2 is a valuable sketch of the power shovel produced at the plant. The attached sketch essentially agrees with a previous sketch but gives more details.		
A. A.			
	2 .nnexes, sketches on ditto.		

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Legend to annex 1:

- 1 Plant kitchen
- 2 Tool department, solidly constructed some building with iron-structure roof, 60x15x6 meters
 - a Administration and management office annex
- 3 Three story laboratory under construction, 45x14
- 4 Projected garage and gasoline filling station for 15 trucks
- 5 Steel foundry, 160x45 meters with two open-hearth furneces, 4x8x10 meters
- 6 Cast iron foundry, 140x50 meters, first half completed in March 1949, second half to be completed in early 1950. Equipped with two cupola furnaces, a transformer for two planned electric furnaces, molding shop with two dies, two electric crares of 20-ton capacity and railroad track the length of the building.
- 7 Forkshop, 100x30 meters with model-making carpenter shop and apartments, completed in 1947. Installations were often changed; was planned to be assembly shop
- 8 Assembly shop, steel structure, 80x30 meters under construction
 - a Transformer station with four transformers
- 9 Forge, 80x12 meters, in operation since late 1948 with one electric annealing furnace, six coal burning forging places, 1 electric forging hammer, 1,000 kg, three electric forging hammers, 350 kg, and four mobile electric cranes, 15 to 20 tons
- 10 Power plant, 40x12x6 meters, completed in 1949, installation of the pneumatic steam boilers and two turbines planned. One (English) turbine was fitted. Total capacity 600 kws according to a poviet engineer.
- 11 Cooling tower
- 12 Dechanical department, 100x100 meters, with two morkshops; A completed in 1947 with 25 modern machine tools, workshop I equipped with 60 modern machine tools completed in late 1948.

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	2		

The department had eight mobile electric cranes up to 15-tons capacity. All Pas were withdrawn from here in 1947

- 13 Projected workshop, 100x60 meters, sted structure
- 14 Plant entrance
- 15 3 meter high slag stone walls
- 16 apartment houses

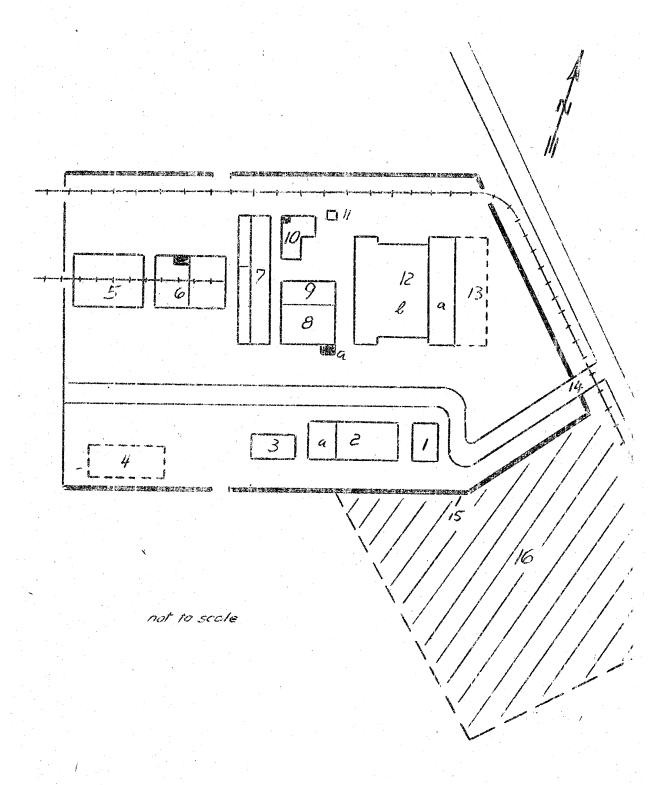
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Legend to manex 2:

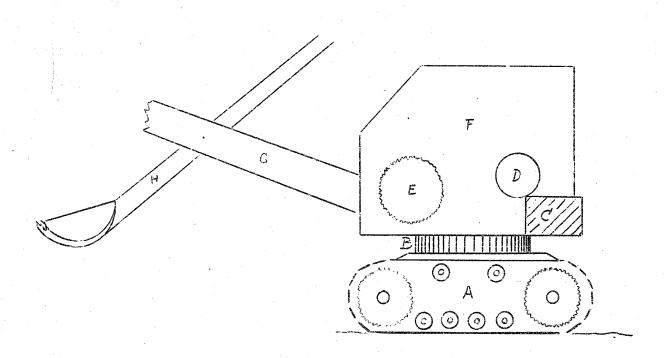
- A Caterpillar chassis
- B hotary ring
- C Weight compensation
- notol. C
- I Gear
- F Cabin
- G Arm
- H Shovel

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	4	Approved For Salaesa 2002/08/15 ; CIA-RDP83-00415R010900070007-6	25X1A
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1	WPIC -X	pansion of Aubber Plant in Woronezh	ennagery (migration cons) . If it is
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1.	EVALUATION	25X1A PLACE OBTAINED	MICHAEL WEST (1971年)。 「
į.	DATE OF CONT	ENT.	Northware to Annual to Ann
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	REFFRENCES_	See Dispersion and Control of the Co	Latina Contraction
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Г	•		05V4
			25X1
	1.	Location: The newly constructed annex of the rubber plant in Voronezh (39°12' 1/51°28' 1), Voronezh Oblast, is in the southeastern part of town, about 300 meters east of the power plant, which is immadiately adjacent to the river.	
	2.	Plant installationsk	
		a. The plant is an old installation, destroyed during the war. Reconstruction was started in 1944. Production was started in the old section of the plant in Leptember 1947.	
		b. Construction of the plant annex was started in april 1948 and not completed at the end of the time of observation	n.
		c. These was a railroad connection. The plant covered a total area of about 1,000 x 500 meters. Tower was supplied by a power station west of the plant.	
.*		d. The machinery for the new installations was part of the dismantled machinery from the Luna Plant in Schkopau, Germany. The machines were installed by Soviets. If ter they were set up, This were not permitted to enter plant installations.	7
		e. For plant layout, see Annex. The annex under construction was senarated from the old plant by a wooden fence. This were not allowed the old section of the plant.	i ce
	3	ork force: 800 1 is and 400 Loviets worked on the construction of the plant annex. The work force of the old section of the plant is not known	- 25X1/
	- 4	. Production:	
	• • • • • • • • • • • • • • • • • • •	a. In the old plant: Latex rubber	25X1A
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inder a state of the state of t		COMIDMITA	25X1A
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	• • •		
		b. Operation of Department 16, part of the new section of the plant, was scheduled to start by the end of Department 1940 (presumably a basic product for latex rulber)	
25X1A		Cornent:	
		Aubber Plant DA2 was previously reported * and was mentioned in reports on other installations in Voronezh. The location of the rubber plant as given here corresponds with previous information. Details on the new section of the plant are reported for the first time	25X1A

1 snnex, Lluebrint, Rubber Flant in Voronezh.

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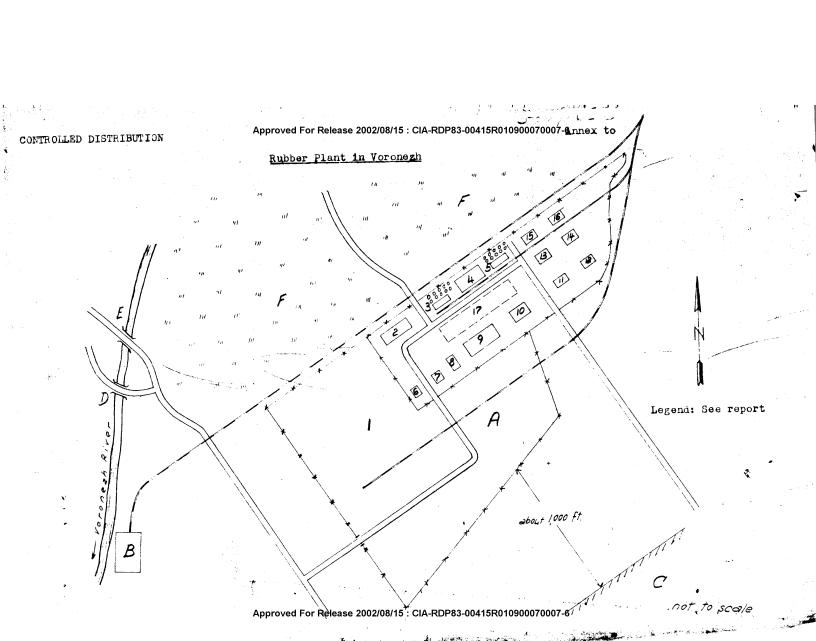
Legend to nnex:

- A hubber plant
 - 1 Old plant section

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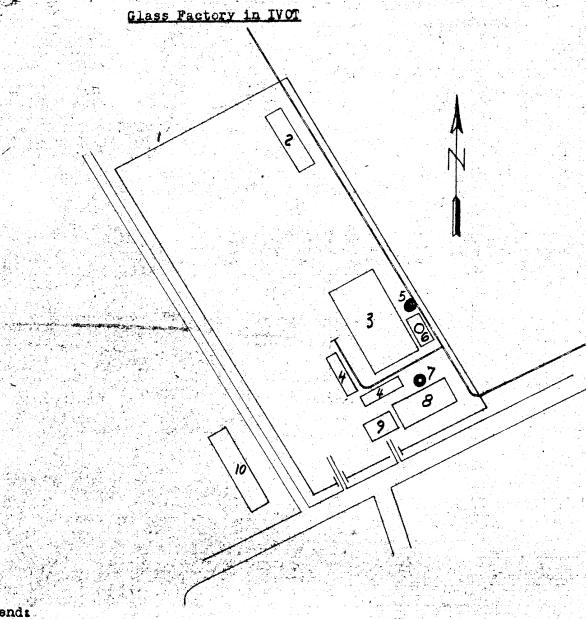
- 2 Plant department 16, 30 x 20 x 23 meters, the machinery was installed at the time of observation. Production was scheduled to start in pertember 1949.
- 3 Plant department 22a, 20 x 12 x 3 meters, pump station for "hasol", nine tanks, a tenth was being installed. Dimensions of tanks: each 9 meters ligh and 2.5 meters in diameter.
- 4 Plant department 15, new structure, 40 x 20 x 25 meters, six furnaces, carbide production.
- 5 Plant department 22b, 20 x 12 x 5 meters, number station for "Lasol", ten tanks, same as under 10 3 above.
- 6 Transformer station, 15 x 10 x 9 meters.
- 7 Plant department 25a, 10 x 10 x 15 meters, pump station, for the purpose of pumping the liquid material to the different plant sections, was being installed.
- 8 Plant department 26, 20 x 20 x 7 meters, six tanks, partly still under construction at the time of observation.
- 3 Flant department 25, 40 x 30 x 25 meters, agitation plant.
- 10 Plant department 28, 40 x 30 x 25 meters, the rollers for the processing of crude rubber were being installed.
- 11 Through 16 execuations, each 40 x 30 meters, for additional workshops.
- 17 Construction site.
- I Power plant, four large smokestacks
- C housing project, still inder construction
- D Temporary bridge
- Lestroyed bridge, according to Loviet statements the bridge was to be requilt in 1949.
- r leadow

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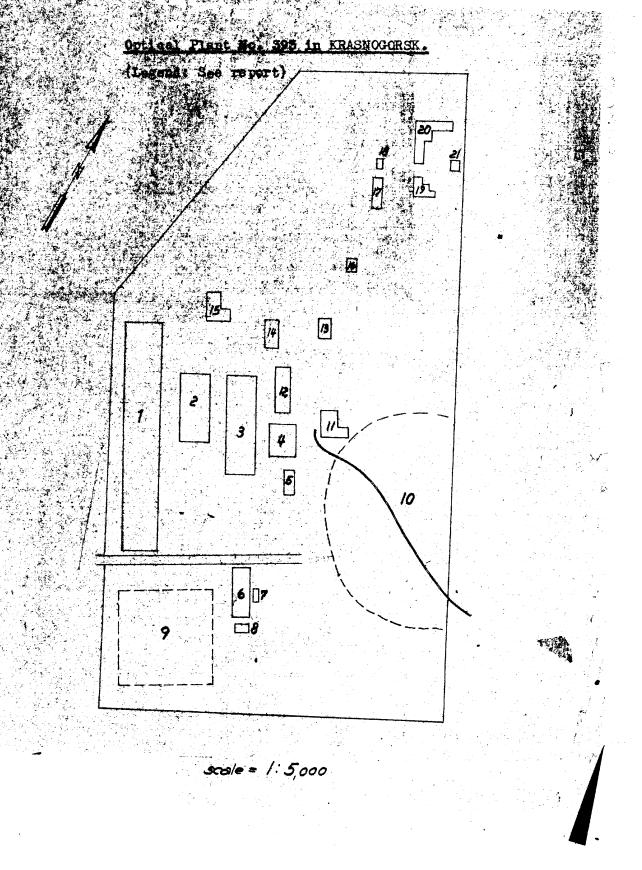
Legendi

Wooden fence
Sawmill with two frames
Main workshop, 450x150 feet
Two mixing shops, 150x45 feet
Iron smokestack, 60 feet high
Heating and wood gas generating plant
Old smokestack
Workshop, 2/3 of which are destroyed
PW camp
Food store, about 360 feet long

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Annex

Legend to Annex:

- A Railroad car factory
- 1 Assembly shop, brick building, 54 x 135 meters
- 2 Guardhouse
- 3 Sawmill, brick buildings, 36 x 54 meters, with four frames
- 4 Post exchange, wooden shed, 36 x 135 meters
- 5 Brick assembly shop, 54 x 135 meters
- 6 Brick foundry, 36 x 108 meters, with two brick smokestacks, each 21 meters high, five furnaces
- 7 Assembly shop, same as 5
- B Forced labor camp
- C Railroad bridge, two tracks
- D Road bridge, wooden structure resting on two stone piers
- E Fower plant
- F Peat dump of the power plant
- G Road bridge, similar to D
- H Cadet School
- I MVD Readquarters
- K War academy
- L IW Camp No 7384

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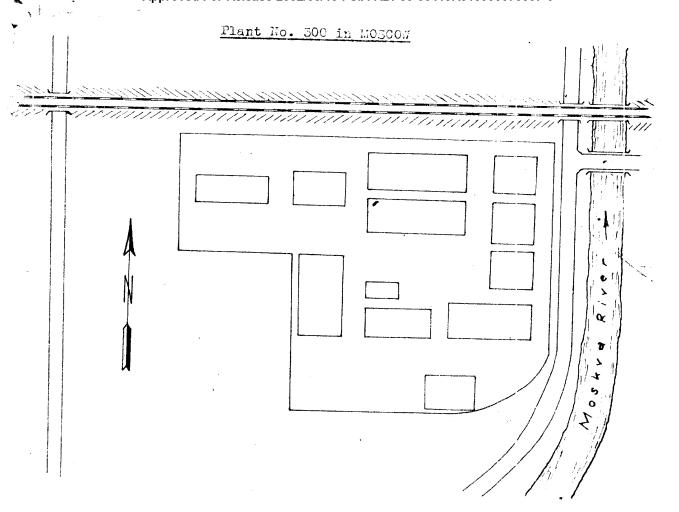
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1.	Location: See Annexes 1 and 2
2.	Designation:
. 4	According to Soviets, Plant No 300.
3.	Plant History:
: ⁵ '	According to Soviets, the plant was the former Czarist Mint, which was rebuilt after 1941. Packed machinery was observed in the yard.
4.	Work Force: About 1,200 Soviets in one shift.
5.	Observations Made at Pauluge Missions:
	a. Many machine tools with various metal scraps were observed in the workshops. It was inferred that no quantity production was going on. (Many aluminum, copper, brass, and steel chips were seen).
	b. Wheels of 120 sentimeter diameter, thought to be 25X1A turbine parts, were observed.
	c. The engine test stands were almost always in operation. It was particularly noted that each engine had to be started from 3 to 8 times before it began running. The running time did not exceed 5 to 10 minutes. The test stands were mostly enveloped in smoke. One time all workers had to leave the buildings as special experiments were made at the test stands. Only a deafening noise was heard.
6.	Rumors:
	Sowhets stated that the plant was a turbine test plant and that wind tunnel with a diameter of 2 to 22 meters was available.
	TOLASSIFICATION SECRUT

25X1A	Approved Fo r Release 2002/08/15 : CIA-RDP83-004 15R010900070007-6 SECRET-	25X1A
•	2	
25X1A	Comment:	-
	a. Flant No 300 had only been known before from report.+ and press reports of November 1948 (Neue Zuericher Zeitung).	25X1X
1	b.	25X1A
		25X1C
	c.	•
	d. From all the gathered data it is inferred that Plant No 360 is located within the curve of the Moskva liver extending far-	
	d. From all the gathered data it is inferred that Plant No 390 is located within the curve of the Hoskva liver extending farthest to the southwest near the VCROYYLVI GORY elevated Railroad Station. The two bridges (railroad and road bridge) are entered on the town map as Bridge No 506 and as Frunze II Bridge.	
	e.	
	3 Annexes: (1) Plant No 300 in MOSCOV	25X1A
25X1X	3 Annexes: (1) Plant No 300 in MCSCON (2) Installations of Plant No 300 in MCGCON (3) Location of the Czarist Mint	25X1C
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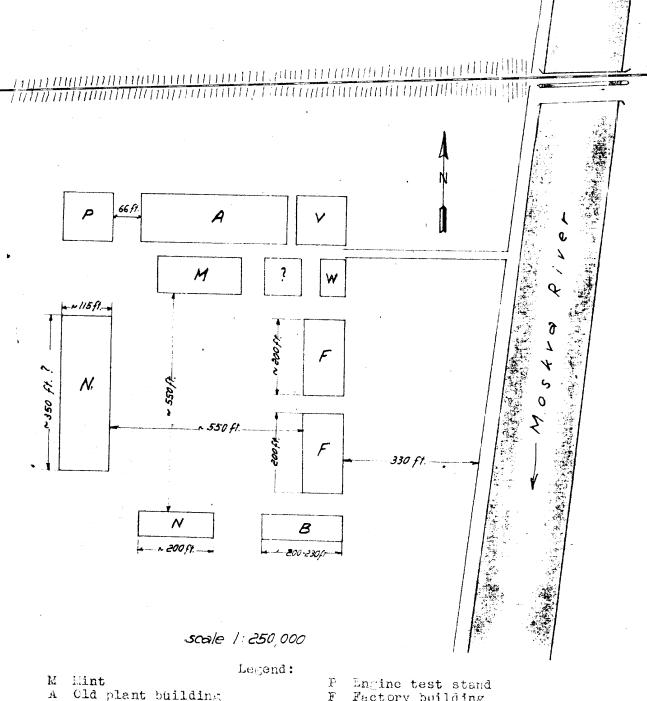
Annex 1

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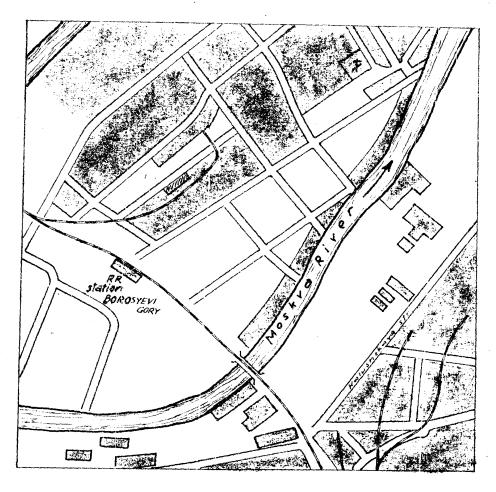
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Installations of Plant No. 300 in MOSCOW



- A Cld plant building N New building

- Factory building
- New building V administration building Old building with a flat roof W Presumably administration building



scale 1:20,000

	Sackle,	-
7.	e. German experts: About 70 to 30 German engineers end their families arrived in December 1947/January 1943. they had come from the Junears they were to soon move to Dack. Production:	25X1X
	a. heavy aircraft radial engines. that the engines were taken from the test stand to a hall and packed in boxes. The shipping box was about 13 x 6 x 7 feet.	25X1A
	the shipping boxes did not occur regularly. Some- times one box was loaded in the morning and two boxes in the afternoon and then only after half or a whole day's interval a new shipment was due.	
	b. Rusty engines were stored at a scrap dump.	
	c. Test stands were in operation day and night.	
	c. cupply of semi-finished goods was not observed nor From the fact that metal borings (steel, copper and brass borings) were collected in the plant area and barnt by Pws and that electro smalling furnices were installed and small gear wheels made at the plant, all engine parts were produced in the plant.	25X1A
	e. By-products such as milk cans and cooking-pots of aluminium were produced in a workshop near the northwest corner of the factory.	
٤.,	"Auge" quantities of scrap condisting of engines, fuse- lages and other aircraft parts were stored over all the plant area.	
ç.	An estimated 30 to 100 piles of alamnium bars of 20 to 30 bars each were distributed throughout the factory area.	
10.	coal train of 13 to 20 cars (60 tons each) for the boilerhouse arrived every three or four days.	,
11.	Security measures: high board fence with estentowers at the corners; by day, patrols outside and inside the dactory; armed civilian guards.	
1.0	no air defende equipment or AAA emplacements.	
1:.	Mactory-owned vehicles were not at the disposal of the plant.	
	Journant:	
	1. The factory designated as Aircraft Engine Plant No.500 is, no doubt, identical with the former Engine Plant No. 32 north of funding airfield. This plant was also designated as Flant 10. 500 in former reports by As plant number 32 b came vacant after this factory had been transferred to the Xatan	
	5.033.4	25X1A

25X1A

25X1X

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5, 5,5 1 . m			
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aircraft engine plant in the Fall of 1941, it is possible that a new plant number, i.e. No. 500, was assigned to the plant which was established on the premises of the former factory.

- 2. Before the plant was evacuated its work force numbered about five thousand workers. The number was indicated at about three thousand for the period between 1945 and the beginning of 1948. The reported number of ten thousand, therefore, appears greatly overestimated.
- 3. Plant No. 500 is the development and production plant for Diesel engines. The Diesel section of the Junkers plants, headed by GERLACH was transferred to this place. There, besides other projects, the development of the Juno-224/26 plant is being done. Lost of the former reports covering the same period of observation stated that 12-cylinder in-line engines, liquid-cooled, were produced. Only in one report mention was made of 14-cylinder radial engines. Mowever, as the reported dimensions of the transport boxes for the 12-cylinder in-line engines were greatly exceeded by those stated for the radial engines it can be assumed that though the dimensions appear overestimated the engine in question may actually be a heavy type radial engine. A box 13 feet long appears rather high even for a jet plant farnished with complete mounting jig.

[الأعادات و	
V-0,V:(L-1)	

OUT FROM	OFNY Approved For Release 2002/08/15: CIA-RDP83-00415R010900070007-6 Soviot Union REPORT NO. /
TOPIC	Aircraft Engine Plant No 500, Hoscov-Tushino
## ***********************************	25X1A PLACE ORTAINED 25X1A
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	The state of the s
3月日の日本日本日本 の日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本	25X1X
1. 25X1X ² .	of the military airfield.
	a. About 120 German engineers and skilled workers of Dessau are working in this factory. They were drafted for five year contracts, and live in houses near the plant with their dependents.
	b. The factory produced in-line V engines to its maximum capacity.
	c. The Russian s seized the designs and blueprints of the 4,000 - HF engine in Dessau, but the designer fled to the Western Zone and offered his services to the Americans.
	d. The factory is being converted to the production of this engine, but the conversion had not yet been successfully completed.
<1X 3.	did not know the names of the engineers.
Ą.	Working time: Three eight-hour shifts.
	25X1A Comment:
	Aircraft engine plant No 500 in Moscow-Tushino (formerly No 62) described in several previous reports. Gerlach worked in this plant with the Diesel Section of Junkers, Dessau, on Diesel engine 224 which is designed for a performance of 4,000 HP. In addition to the

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SECRIT	25X1A 25X1A
models were overhauled or stripped. The previousl metal snelting furnaces served this purnose.	y reported light
* The production of an engine, conversion to which successfully completed, probably means the JUNO 20 be mass-produced. Its actual production met with according to available reports.	TIA to
deansfer of the Gerlach group to Kuibyshev in 1940 cation of the failure of this developmental projection	S may be an indi- ct, but this

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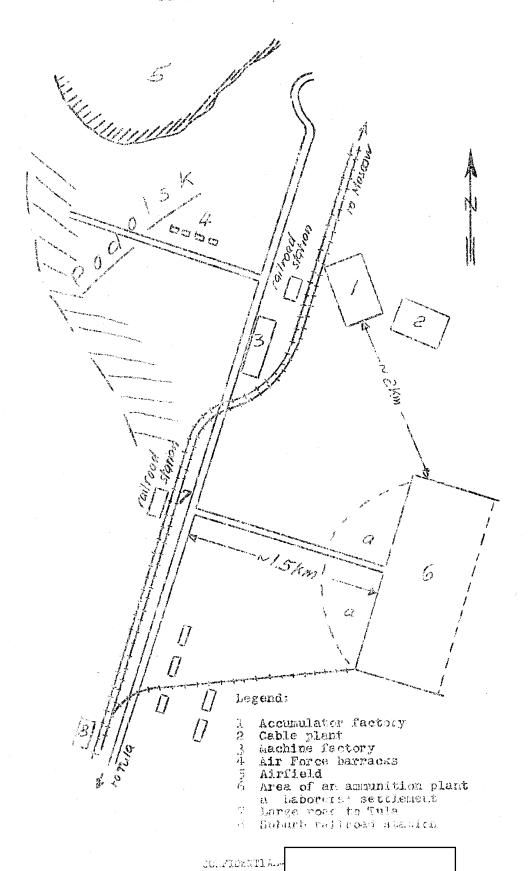
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	New American machines arrived up to the middle of 1947. The other 50 percent of the machinery were dismentled German installations.	
•	4. Mive hundred laborers including 60 ths were employed in 1948.	
	5. Approximately 6,000 motor vehicle batteries (III) were produced each week. The casings came Iron a Poiolak bakelite plant. ***	
25X1A	plant in Podolsk which according to location data and sketch, is the previously known "Tin Plant" (See agrid photograph taken on 17 January 1.43, The location of the plants ho I through 3 is given on annex. Except for the cable plant the installations reproduced on	25X1A
25X1A 25X1A	the Annex vere also shown by the serial photograph. A locomotive plant on the serial photograph south of the secumulator factory is not entered on attached sketch. The various plant dimensions reproduced on the Annex are incorrect.	
	time.	
	I Annex: Sketch.	
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Sodolsk Accumulator Factory



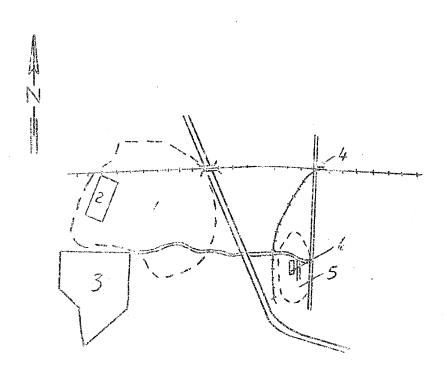
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Annex to

25X1A

Location Sketch of Plant No 455 in Kostino.



Not to scale

regend:

- 1. Loscow-Kaliningrad.
- 2. Flart No 88, manufacture of V-2 missiles.
- 5 simfield.
- 4. Bolshevo railroad station.
- b. Kostino.
- A. Chmal,

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25X1A *** 25X1X	summer of 1940, since See engines scarted in the Comment. In this information is record	e this information was of . It is estimated that me suring of 1949. cerning the construction is connection, a TR-1 jet ded correctly it would it	mass production of here the presence of placar	type 25X1A rds with If this I the
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PAGES_		ENCLOSURES (No. & TYPE) 6 - 5 sketches on ditto.	25X1A
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			25X1X
		Plant No 156 in Moscow was located on the western bank of the Yaussa River, just south of Krasnokassarmennaya Ulitsa. An air force general, Hero of the Soviet Union, was plant director. The plant had an estimated work force of 2,000 laborers working two 12-hour shifts and produced airframe models or development series of airframes. (1)	
25X1A	2.	saw assembled airframes but inferred from wing and fuselage parts that frames for a swept-back jet fighter and for aircraft with straight wings, plexiglass nose, and cockpit were constructed in the plant. Four fuselages and eight wings were simultaneously being worked on. They were moved on mobile cradles from station 1, the skeleton construction department, to station 2, the planning department. About 30 men worked at each cradle. Except for the control brackets, no accessories were installed in the fuselages. Fuselages and wings were disassembled and shipped by truck. The production was very irregular; therefore, the output was not determined. (2)	
	3.	The wings were attached to the fuselage by four cap nuts. The swept-back jet fighter was fitted with tubular wing spars, 30 to 40 mm in diameter, each wing being provided with two spars, one upper and one lower. These spars extended about two thirds of the length of the wing. The outer third of the wing was assembled in rib construction. (3) The aircraft with straight wings was fitted with one double T beam of casted aluminum. Frame members, ribs, and outer skin were connected by rivets. Rivets were treated with liquid air and then dipped into a rubber solution. The outer skin was spliced. (4) Blisters were seldom observed. The use of adhesive fillers was not observed. During the assembly process the individual members were held by tension clamps and screw clamps. The type of work done and the individual production of structural members indicated that the airframes produced were experimental or development models.	
	4.	A stability test was performed in 1947. The front section of the fuselage of the aircraft with straight wings was cut off aft of the cock; it and sealed by a bulkhead (lid). At first, a box was placed in the nose and filled with water. By means of sticks and markings the bending of the nose was determined. Then a water hose was connected to the nose, hermetically sealed, and water was forced into the furelage section including the cockpit. Defore any deformations were noticed, the bulkhead was turned loose and the tests were	
	·	CLASSIFICATION CONFIDENT IAL	25X1A

ANNEX 1 TO

· 2 ·

25X1A

Legend.

- A Yaussa River
- Krasnojassarmennaya Ulitsa
- Plant No 156
 - 1. Guardhouse.
 - 2. Boiler house, 15 x 30 m.
 - 3. Main workshop, construction department for wings and fuselages, brick building, $60 \times 120 \times 70$ meters.
 - a. Middle section with arched roof. The roof was a steel structure covered with wood and had no sky lights. The hall was equipped with jigs and fixtures for assembling wings and fuselages, and 50 to 60 metal processing machines including bending machines, boring machines, milling machines, grinding machines, work benches, cutting machines etc. Production lines were not available.
 - b. Two-story section with arched wooden roof. For breakdown see Annex 2.
 - c. Two-story section with arched wooden roof. For breakdown see Annex 3.
 - 4. Compressor station, old brick building, 4 x 8 meters, with flat concrete roof and large windows. There was one compressor. The station was equipped with a small workshop and a small store for spare parts.
 - 5. Transformer station, plastered brick building, 10 x 30 meters, with a flat roof. There were two large and eight small subsections on each side of the building. The installation was fenced in and guarded. Openair lines were not seen.
 - 6. Wolding shop, foundry, drop forge, and cast polishing shop; old brick building, 10 x 30 meters, with flat roof. For details, see Annex 4.
 - 7. Oil dump, old open-air installation, with semi underground tanks protected by a roof. An electric pump was located beside the roof. Oil arrived by tank trucks. An overground fuel line led to the drop forge. During the winter the dump was heated with steam.
 - 8. Administration building and lathe shop, brick building, 120 x 50 meters, three stories. The ground floor housed a lathe shop with approximately 20 modern and old lathes, 20 milling machines, four horizontal grinding machines and an autogeneous welding machine. Stores and offices were Located on the ground floor also. The lathe shop did repair work and produced screws etc. The second floor housed a kitchen and mess hall, a cispensary, a department producing fuel tanks (according to Soviet statements), and probably a plexiglass shop. transport of summed cellulose, plastic material slabs, and bales of foam rubber about 5 mm thick. Boxes, which according to Soviet statements, contained fuel tanks were observed. However, tanks were not installed in fuselages and wings of the aircraft produced in the plant. The production of plexiglass was inferred from observations of waste material from this department which was burned in the boiler house, and the shipment of plates, 5 mm thick to the magazine. The third floor housed a museum with aircraft models, the director's office, and the construction department. Museum was

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was the designation used by the Soviet workers.

- 9. Garages and stalovaya. *
- * no translation given.

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Annex 2 to

Airframe Flant No. 156 in Loscow, Section b of Lain Workshops

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Legend: See next page.

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not to scale

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Legend:

25X1A

Cround Floor

- 1. Hall leading to middle section of the building.
- 2. Pattern making carpenter shop equipped with planing machines, band saws, glue presses etc for the production of moulds for the foundry and of models to form the skin for wings and fuselages.
- 3. Store for materials and semi-finished products.
- 4. Paint shop equipped with 10 to 12 paint sprayers, wooden parts were sprayed with a transparent varnish, moulds for the foundry were painted red or black, presumably to indicate the use of different materials.
- 5. Office,
- 6. Machine shop, about 15 x 20 meters, subdivided into sections by a wire fence. Lathe shop, equipped with 25 to 30 old Soviet lathes for screws, nuts, bolts, and joint pieces for control brackets. The metal processing shop was equipped with 8 to 10 small and large milling machines, 5 shaping machines, 5 or 6 planing machines, 10 boring machines, one mobile and one stationary horizontal boring machines, 4 modern horizontal grinding machines, 4 cylindric grinding machines etc. The machines were old but in a good shape. The workshop was equipped with electric lorries for shipment of processed parts to the assembly and to the stores.

The second floor housed dressing rooms, drafting offices, mess hall, and a store for spare parts.

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1.5	gend:	

A Ground floor

1. Electric workshop and store.

2. Welding shop with 18 to 20 cabins equipped with 8 electric welding apparatus, and several connections for gas welders.

an unusual flame, different from carbide gas flames. The section worked on ammunition boxes

25X1A

3. Workshop producing ribs and frame members, equipped with 12 straightening machines, about 4 automatic plate shears for sheets 1 to 1.8 mm thick.

The section produced U and Z shaped profiles.

4. Calvanizing shop, appeared obsolete and was equipped with 9 or 10 bathes 1 x 2.5 meters. The electric switchboard was also in this department. The section processed aluminum sheets, about 100 x 180 cm and 1 mm thick, which were to be taken for the outer skin of the wings. After being degreased the sheets were provided with a protective soating which had a dark golden sheen. Aluminum sheets of the same length or width but 1 to 3 mm thick were provided with a protective coating of an other colour.

This material to be less resistant; food boxes, map cases etc were produced from it. Other aluminum sheets of the same size got a protective coating similar to silver bronze. These sheets were finally dipped into a bath and provided with a black coating.

That this material was used for bracings and concluded that it was very resistant.

25X1A

B First Flcor

- 5. Room, use of which is unknown.
- 6. Kitchen.
- 7. Store with welded parts.
- 8. Foom, use of which is unknown.

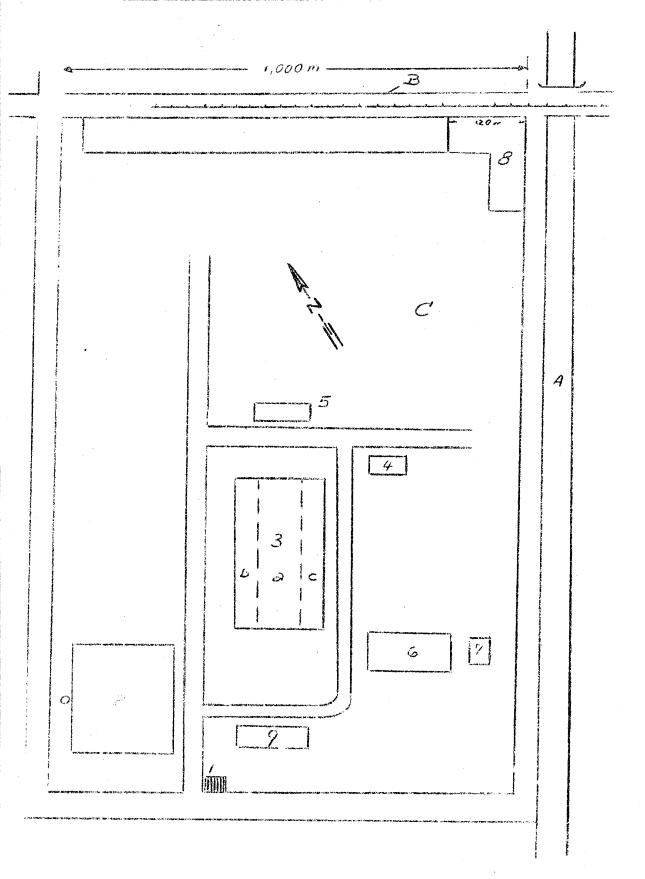
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	Comments, 25X1A	
(1)		o
	The street just north of the plant was the Radio Street and its extension scutheast of the bridge over the Yaussa River was Krasnokassarmennaya	
	of rooms for pignit favour. See Anner 1. The sketch does not amount	
	For a reproduction of the firm plate, see	
	are the minute definition definited the share	
(2)	For Layout of individual workshops, see Annex 2 to 4. The reported acti-	
	violet seem to be credible and confirm Zarrel like as an owner-term	
(3)	The tipe was known as a section of the Zapi Institute	
•	of one will is not cital, only two can note would be monthed in end	
	is referring to by rib construction, and why the spars should not	
	extend to the wing tips.	
(11)		
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Annex 1. t

ilant Layout of Airframe Plant No. 156 in Moscow



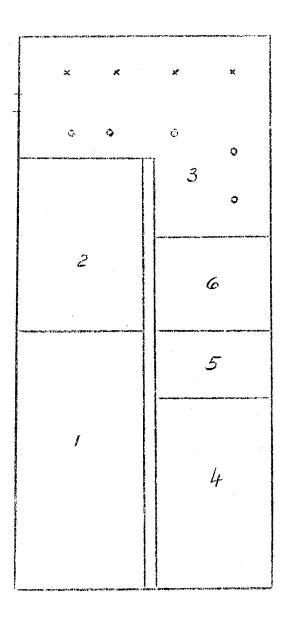
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Annex 4 to

minimane Plant No. 156 in Moscow, Lathe Shop, Loulding Shop, and Prop Forge.



x x Vil

furnaces

O = Hydraulic hammers

Legend: See next page.

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	*				
				•	
			Log	end:	
			1.	Molding shop equipped with 2 pneumatic stamping machines, 1 mixer simila	
				to a concrete mixer, 2 electric drying stoves which indicated a temperat of 120°C, and 1 mold sand dressing machine. The models were made of woo and aluminum. The shop appeared outdated	
			20	Foundry equipped with 5 or 6 electric and 15 oil fueled casting furnaces with a capacity of 30 to 40 liters each. Aluminum bars and scrap were melted. Admixtures were not determined.	
			3.	Drop forge equipped with 4 oil fueled annealing furnaces, 1 trolley, 2 large hydraulic hammers, 2 small hydraulic hammers, and an additional la hydraulic hammer which was not in operation. Raw material was shipped on truck. Aluminum bars, square and rectangular in section, were processed. No details are available.	
			l _{Lo}	Cast polishing shop, equipped with pneumatic hammers and a riddle.	
			5.	Office.	
			6,	Storage for casting models.	
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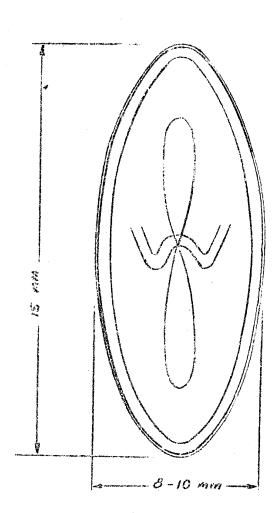
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Trade Mark

of Airframe Plant 40, 156 in Moscow



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aanud 1966 - 1966 - 90 / 1920 - 30 (1990 A.U.) Pilanus Pilanus A.U. Barren 	Approved 5 on Release 2002/08/15 : CIA-RDP83-00415R010900070007-6
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nopic	Rayon Plant in Klin 25X1A
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AMERICAN PROPERTY AND	THE PROPERTY OF THE PROPERTY O
Carrindan (Sac os P electros biencalescente and	25X1X
1.	Location :
-l- 9	On the northwestern edge of Elin (36°45°E/56°31°N), Noscow Oblast,
	between the railroad line and the road to Leningrad. The official lesignation of the plant was Textil-Savod No. 507. The laborers called it "Kapron", according to its products.
2.	Plant installations:
	The plant covers about 300 x 300 m. The northwest section of the plant existed before the war. It as repostructed from 1945 to 1946 after having been partially destroyed during the war. The southeast section is still under construction. A plant-owned power station and rail-road connection are available. For plant layout see Annex.
4,	Work force :
	About 1,000 laborers working one shift.
5.	Production :
	The plant resumed operation in early 1949 and produced baled packages of white rayon. It was said that the rayon was to be used for parachutes. Output unknown.
25X1A	Comment:
	a. This report furnishes information on the latest status of the textile plant in Klin. It is known from previous reports that parts

	25X1/
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of the plant are still under reconstruction. The plant number "507" is reported for the first time.	
b. The plant location is the same as previously reported. According to older records, the northern part of the plant is a former annumition plant, where the rayon plant was transferred after the var.	
c. The reproduction of the plant layout on attached sketch is rather diagrammatic. From comparison with a previous sketch it can be assumed that the essential plant buildings are correctly reported as to their location. "O details are available on the type of construction of the various buildings.	3
d. reported the production of rayon for parachutes. observed the production but only heard about it.	
25	5X1A

1 Annex: Rayon Plant in Klin.

Legend to Annex

Rayon Plant in Klin.

1 Garage

25X1A

- 2 Three workshop buildings
- 3 Duilding, 200 x 120 m, with four workshops, manufacturing of fibers from cellulose
- 4 So-called paper department, cellulose plates are reduced to fibers.
- Power plant, 100 x 40 m, with two peat fueled boilers and two turbines. Annex at the northwest side of the building; according to Soviet statements, two additional turbines are to be installed here. Foundations were completed in the Se tember 1949.
- 6 Old workshor, partially destroyed, used as storage.
- Weekly constructed workshop, 10. x 120 m, the northwest section in operation since May 1949. The southeast section was almost completed by September 1949. Machinery was being installed. Assumed to be a spinning will.
- 8 Numer to No. 7, foundations under construction in September 1949
- 9 Garage.

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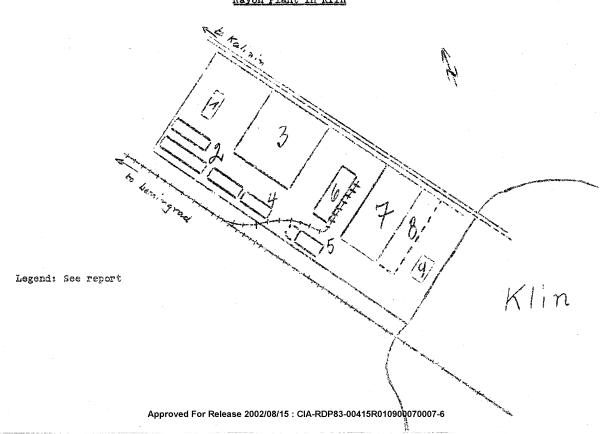
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Annex to (Air)

Rayon Plant in Klin

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1.	Worthwestern town be	order of Klin (36°45°E/56°2 the town and the railroad	21'N), Mos- line to
2.	Plant installations	:	
•	was still being enla status of construct:	said, was constructed in learged at the time of obser- ions in June 1949 see Anner ource also supplied the to- connection was available.	vation. For x l. The wn with elec-
3.	Work force :		
	Eight hundred men a	nd 2,700 women working thre	ee s_hifts.
	Production :		
		, parachute rayon (Soviet	statement);

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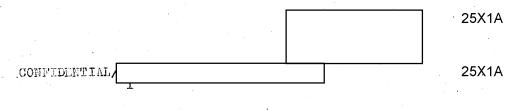
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- a. The plant location was previously clarified.
- o. Attached sketch seems to approach facts as it agrees with a previous diagrammatic sketch * on the location of the essential plant buildings. The main production shop and power plant are reproduced for the first time.
- c. The production data are of special interest. Previous information, reporting a peace-time production of parachutes, seems incorrect. The above reported stocking-like fabrics are believed to be technical bandages for struts, upars etc, rather than parachutes for flares.
- <u>Plant Layout of the Rayon Plant no. 507 in Klin.</u>

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Annex

Legend to Annex 1 and 2

- 1 Rapair shop, brick building, 40 x 12 x 6 meters, with carpenter shop and fitting shop
- 2 Laboratory, four-story brick building, 15 x 10 x 10 meters
- 3 Administration building under construction
- 4 Cellophane department under construction
- 5 Large "capron" fiber manufacturing workshop, brick building, 140 x 90 x 8 meters, (see also annex 2).
- 6 Tearing installation for celloluse, 90 x 10 x 8 meters
 - a Tower, 25 meters high
- 7 Cellulose stores
- 3 Chemical department, five-story brick building, 20 x 15 x 15 meters
- 9 Old garage and repair shop, 30 x 10 x 6 meters, two stories
 - a Three-story section, 15 meters high
- 10 Water tower, 15 meters high, ground diameter 10 meters, top diameter 7 meters
- 11 Material stores, brick building, 25 x 10 x 3 meters
- 12 Guard house
- 13 Three entrances
- 14 Surveyed construction site
- 15 "Capron" fiber department No. 2, iron structure, 140 x 50 x 15 meters
 - a Five-story office annex

The machinery came from the Hamel spinning mill in Hirschberg. The workshop has been in operation sice November 1943.

16 Bare/structure of annex, iron structure, 144 x 60 m 15 meters

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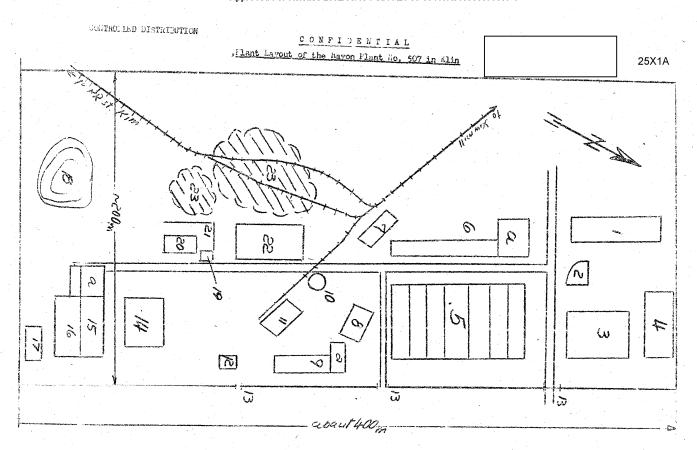
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Annex

- 17 Garage, 50 x 40 x 10 meters, capacity 60 motor vehicles
- 18 Slag dump
- 19 Water tower, 5 x 5 x 10 meters
- 20 Pump station, brick building, 25 x 10 x 3 meters
- 21 Lime mill
- 22 Power plant, brick building 80 x 50 x 18 meters, six stories, with four boilers and three turbines, (see also Annex 2).
- 23 Feat and coal dump.

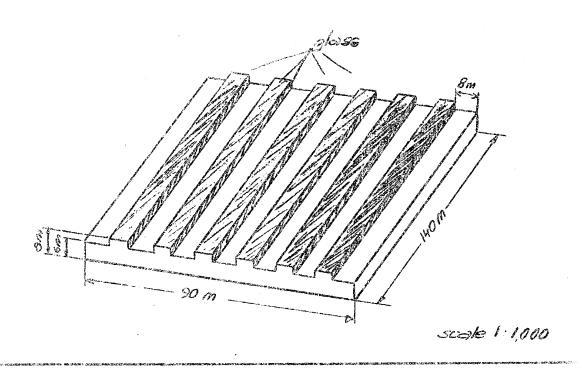
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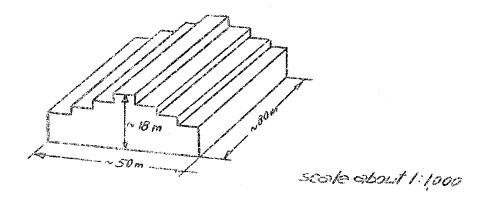
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COUNTRY Soviet Union		_REPORT NO.		
TOPIC Ysemz Electromotor I	Plant No 655. Yaros	lavl	ь Эйн өмбүүлээс амыналгын алын ньых уширушин ү	Militara di Calendaria di Santa di Calendaria di Calendari
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1. Location: In the no 5'7037'N), east of the			39 ⁰ 52 °E/	
2. P.ant installations:	Seventy percent of	of the plant area		

- 2. Prant installations: Seventy percent of the plant area (about 5.0 x 3.0 meters) is built up. The war damages were completely repaired, and the plant was ready for full operation. There was a railroad connection. For plant layout, see Annex.
- 3. Work force: About 3,000 laborers, 60 percent wamen and 25 percent minors, working three shifts; 140 Pts also worked one of these skifts.
- 4. Froduction: Electric motors, with armature diameter varying from 15 to 110 cm. Monthly output: 600 motors of various sizes, 1,000 irons, 1,000 table ventilators and 20 to 25 boxes resembling transformers per month. Froduction data were obtained while packing and loading products. Taped wire was the only component part not manufactured at the plant.

Comment:

a. The location of the Yaemz (or Yagemz) Plant was known from other information. This report gives the latest information. Though merely diagrammatic, the attached plant layout seems correct when compared with a previous sketch. The type of building construction is report d for the first time.

b. During the war, the plant was important to the air armament industry. It now seems to be producing for civilian use. No details are available on the types of motors and implements produced.

1 Annex: Plant layout of Yaemz Electric Lotor Plant No 655, Yaroslavl.

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Le end to Amex:

- Apprentices' quarters, stone building covered with tarred rootin, paper, 50 x 10 x 5 meters
- 2 Laundry
- 2 wire drawing shop, brick building covered with taired roofing paper, AO x 10 x 7 meters, equipped with five areature winding machines and one targe wire drawing machine, E to 9 meters long. Some of the 7-mm copper wire is flat and some scaledrouter.
- 4 foundry, three-story brick building covered with tarred roofing paper, 65 x 40 x 5 meters, equipped with two coke-fueled furnaces, four trouteys, one large moiding machine, 10 small, manually-operated moiding machines, one mixing machine, four polishing drums, and three manually-operated milling machines. The model-making carpenter shop was on the second floor.
- 4a Coke and from depot, from and brick building with dement slab roof, 60 x 40 x 7 meters.
- 5 P. camp No 7276/41
- 6 Park, with wenin monument
- 7 Bdministration building, three-story brick building with red brick roof, 50 x 15 x 9 meters
- 8 Wain plant building, 120 x 100 x 8 meters, iron and brick stricture with glazed shed roof; included fitting shap, press cutting shop, die making shop, motor manufacturing shop, iron and ventilator production shop, electric repair shop, packing shop, and motor storerooms.
- 9 Boiler house, 50 x 9 meters, brick building with red roof and 40 to 45-meter brick smokestack.
- 10 Forge and hardening shop, brick building covered with tarred roofing paper 30 x 20 x 5 meters
- II Prick building, 60 x 30 x 10 meters, three stories, with kitchen, messhall, club and motion picture theater.

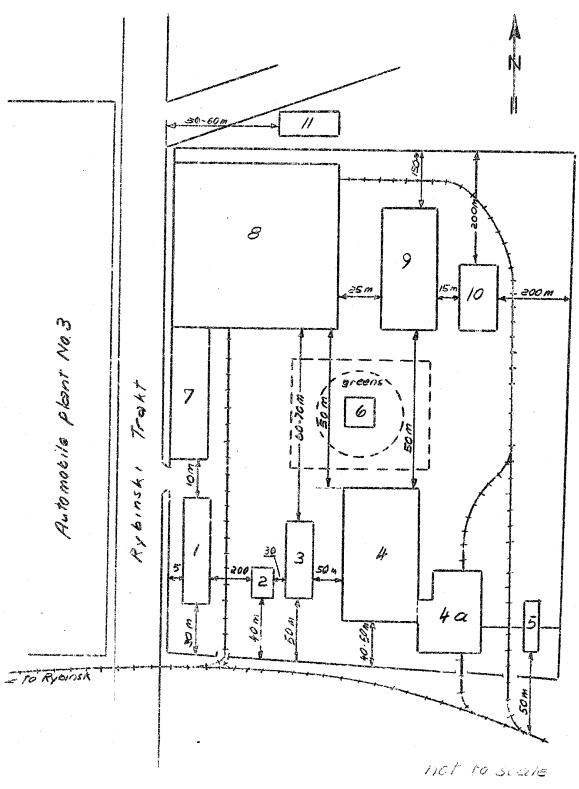
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Plant layout of the Yaemz Electromotor Plant 40. 655 in Yaroslavl



For legend see report

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COUNTRY U.S. G.R.	REPORT NO
TOPIC Railroad Car Factory and Repair Plan	nt in Kanash
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EVALUATION25X1A _{PLACE} OBTAIN	
DATE OF CONTENT 25X	2 (March 1944 -
DATE OBTAINEDDAT	FE PREPARED 4 January 1952
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REMARKS NA	
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170 30 11) Chuvash SSR. A spur track, of main tracks, led from the Kanash rail hig way between the town and the plant 2. The plant covered an area of about 1, workshops for railroad car repair and foundry with a molding shop, a forge, secondary installations. Power was station equipped with a boiler installation equipped with a boiler installation equipped with a surrounding. 3. In 1947, all kinds of freight cars, overhauled and repaired in the plant of 20-ton flatcars was also started, was overhauled. The wheels and axles processed and mounted in the machine	200 x 350 moters. The plant comprised two dissembly and included a painting shop, a sanchine shop and several auxiliary and applied from a plant-owned coal-fired power lation. The power station was used only to residential barracks buildings. ***
shipments comprised six to eight 20-	-finished products was irregular. Incoming ton freight cars per month, loaded with wheels and sheet metal. Five to seven carloads of coming the forge amounted to 40 to 50 tons weekly.
5. In 1947, about 1,200 workers were en hour shifts. There was an occasional the number of PWs employed in the pl	ployed in the plant. Bork was done in two eight. three-shift schedule in the forge. In 1947, lant was about 300.
line passed near the wastern edge of through the plant from east to west.	the plant was located 2 km. The Kanash-Kazany (55 45 N/49 08 E) railroad the plant. There are spur tracks running the castern edge of the plant, the tracks he Kanash railroad station. This is not indicated
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	批评	. I demonst Non Jayrout sketch of this plant, see Annex, This information	
		generally agrees with previous information, although the dimensions of the	
>-		information on the foundry has not been previously reported.	
25X1A	****	TOOK man no hoods look to how an annier (Analy Ly Ly Ly Ly Ly Ly Ly	
25X1A		freight cars. The we kly repair rate of 30 cars, i.c., 1,560 cars annually, would indicate that the capacity of the plant is not	
20,(1,)(fully utilized.	
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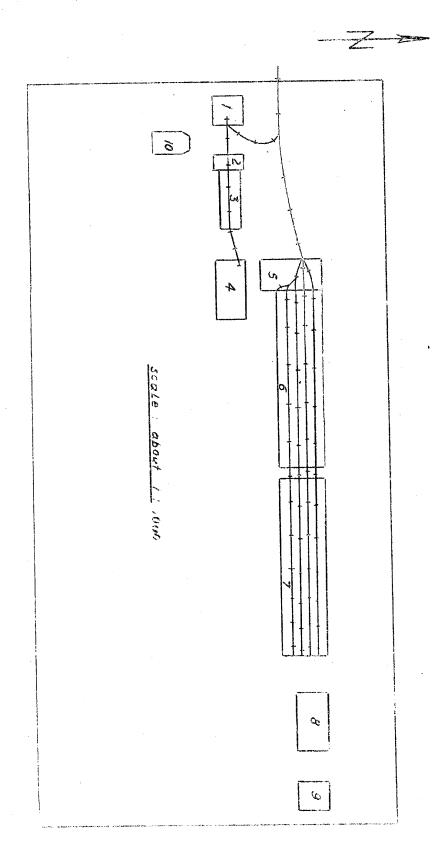
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Layout Sketch of the Kanash Railroad Car Repair Plant

LEGEND : see next page

ANNEX



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	Anney to

Legenus

- 1. Foundry and molding shop, about 50 x 50 meters, equipped with two smelting furnaces with a capacity of seven tons each.
- 2. Rough-processing department, about 50 x 25 meters. Production of this department included buf er plates and railroad car frames.
- 3. Forge, about 100 x 70 meters. It was equipped with 4 coal-fired annealing furnaces, about 4 x 2 meters, each 2 meters high; 2 smaller furnaces; 2 large and 5 small steam harmers. This forge produced buffers, hooks and parts of undercarriages.
- 4. Machine shop, about 100 x 50 meters. It was equipped with eight lathes for wheels and axles, a device for mounting wheels, and about 20 different small machine tools. There was also a spare parts depot.
- 5. Rust removing department, about 100 x 50 meters. This shop removed rust from wheels, axles and other parts. The department also had a small forge and a workshop for the production of springs.
- 6. Repair and assembly shop, about 300 x 50 meters. Railroad cars were repaired and overhauled. There was space for 32 railroad cars with eight cars placed on each of the four tracks.
- 7. Assembly shop and railroad car painting shop, about 300 x 50 meters. Cars were assembled and repaired, and completed cars painted.
- 8. Warehouse for storing and drying timber.
- 9. Savmill.
- 10. Power station.

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Gomment. For location and layout sketch, see Annex. The track installations as shown in sketch are incorrect. The railroad line crosses the Upa Liver on the vesternmost bridge. The wide-gauge spur track connection with Plart No 535 comes from the west. There is a narrow-gauge railroad line between Plant No 536 and Plant No 535.	1

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Logenda

- A. Tula town area.
- B. Upa River.
- C. Three bridges crossing the Upa River.
- D. Branch of the Upa River.
- E. Japon Plant No 535:
 - 1. Material dumps.
 - 2. Production workshop,
 - 3. Heating plant.
 - h. Firing ranges.
 - 5. Area with 10 to 15 small workshops.
- F. Woapon Plant No 536:
 - 1. Material dumps.
 - 2. Production workshops. There may be h workshop buildings, instead of only 2 as shown.
 - 3, Heating plant.
 - 4. Underground fuel depote
 - 5, Workshops and administration buildings,
 - 6. Transformer station.

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LEGEND: see next page

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Location and Layout Sketch of Jeepon Plants No 535 and No 536 in Tule

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Location Sketch of the Locomotive and Railroad Car Plant in Velikiye Luki

Legend:

- Velikiye Luki railroad station.
 Locomotive and railroad car repair plant.
- Railroads.

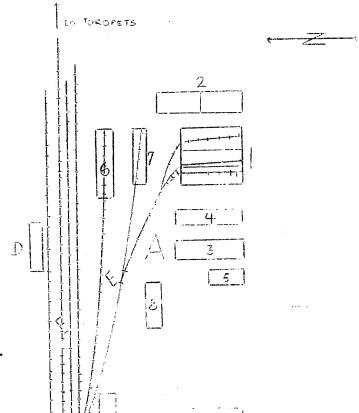
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scale 1:300,000

Annex 2 to

Layout Sketch of the Velikiye Luki Locomotive and Railroad Car Repair Plant



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Annex 2 to	

Legend:

- A. Locomotive repair department.
 - 1. Assembly shop.
 - 2. Two machine shops used for repairwork and for manufacturing parts. The equipment included a 6 meter long cylinder lathe, two vertical turning and boring mills and several small lathes.
 - 3. Foundry.
 - 4. Forge and pressing shop. The equipment included a press for mounting the tires on the wheels.
 - 5. Boilerhouse.
 - 6. Parking shed for locomotives.
 - 7. Parking shed for locomotives, new structure.
 - 8. Motor vehicle repair department.
- 3. Railroad car department, under construction.
- 3. Sawmill equipped with 2 frames of 6. to 8 blades each, and 15 woodworking machines. The sawmill supplied lumber to/repair plant and to the building projects in the town.
- D. Volikiye Luki railroad station.
- B. Railroad and spur tracks.

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- (2) For sketch of plant layout see annex. The information on the departments under construction corresponds with that given in

 However, the construction of the boilerhouse is new information. The underground room, previously reported to be under construction, appear to be sand bunkers according to this report. The sand bunkers serve for storage of molding sand. The indicated future plant area of 5,000 x 5,000 meters appear to be considerably everestimated.

 Construction activities are mainly appear to the old plant area covering about 200,000 source meters.
- confined to the old plant area, covering about 200,000 square meters.

 (3) The reported 1949 monthly production of 70 to 80 two-axle trucks is very low. According to Soviet publications, the automobile plant had an annual capacity of 2,500 trucks in 1937. A production goad of about 17,000 motor vehicles was planned to be achieved in 1949 by plant expansion, and about 25,000 motor vehicles were to be produced in 1950. The main production was shifted from the two-axle 5-ten trucks to three-axle 7-ten trucks and 12-ten trucks as well as prime movers with a capacity of 45 tons.
- (h) It seems hardly credible that there was only a one-shift schedule in the automobile plant. It appears more probable that work was done in three shifts.

1 Annex: One sketch on ditto.

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Legend:

- 1. Workshop building, 150 x 120 meters, 20 meters high,
 - a. Foundry and molding shop, equipped with two US-made electric furnaces (E), 2 to $2\frac{1}{2}$ meters high with an inside diameter of 2 meters; three coke furnaces (K), 1 to 1.5 meters high with an inside diameter of 1 meter; and five trolleys.
 - b. Sand bunker equipped with a heavy trolley.
 - c. Administrative offices.
- 2. New workshop building, 220 x 180 meters, 10 to 12 meters high.
 - a. Four-story section containing offices and technical designing rooms.
 - b. Final assembly shop.
 - c. Latheshop equipped with about 200 modern lathes, shaping machines, automatic machines and jointing planes, some of them of German make.
 - d. Empty room.
 - e. Pressing shop equipped with two American pressed reaching as high as the roof of the workshop and probably used in manufacturing fenders.
 - f. Pressing shop equipped with smaller presses.
- 3. Machine shop building, 180 x 100 meters, 10 to 12 meters high. This building housed an annealing shop, a dieshop and a latheshop equipped with vertical turning and boring machines, 3.5 meters high and 0.80 meter in diameter, as well as multiple drilling machines similar to vertical turning and boring mills, with a diameter of 0.80 meter.
- 4. workshop building, 120 x 80 meters, 10 meters high.
 - a. Chassis assembly shop.
 - b. Engine test stand.
- 5. New workshop building, still partly under construction, 100 x 100 meters.
 - a. New foundry under construction. Pillar bases and heating flues were being built.
 - b. Four-story office building. Completed at the time of observation.
- 5. Forge, 60 x 60 meters, 6 meters high.
- 7. Punching shop, 80 x 80 meters, 6 meters high.
- 3. Filling station and pasoline warehouse, h x h meters.
- 9. Two fuel tanks, 15 meters high and 10 meters in diameter.
- 10. Morkshop building under construction, 250 x 120 meters, 22 meters high. Future use unknown. It was anticipated this building would probably be completed by the end of 1949.

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Legend:

- 1. Workshop building, 150 x 120 meters, 20 meters high.
 - a. Foundry and molding shop, equipped with two US-made electric furnaces (E), 2 to 2½ meters high with an inside diameter of 2 meters; three coke furnaces (K), 1 to 1.5 meters high with an inside diameter of 1 meter; and five trolleys.
 - b. Sand bunker equipped with a heavy trolley.
 - c. Administrative offices.
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 - Four-story section containing offices and technical designing rooms.
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 - c. Latheshop equipped with about 200 modern lathes, shaping machines, automatic machines and jointing planes, some of them of German make.
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 - b. Four-story office building. Completed at the time of observation.
- 5. Forge, 60 x 60 meters, 6 meters high.
- 7. Punching shop, 80 x 80 meters, 6 meters high.
- 3. Filling station and pasoline warehouse, 4 x 4 meters.
- 9. Two fuel tanks, 15 meters high and 10 meters in diameter,
- 10. dorkshop building under construction, 250 x 120 meters, 22 meters high. Future use unknown. It was anticipated this building would probably be completed by the end of 1949.

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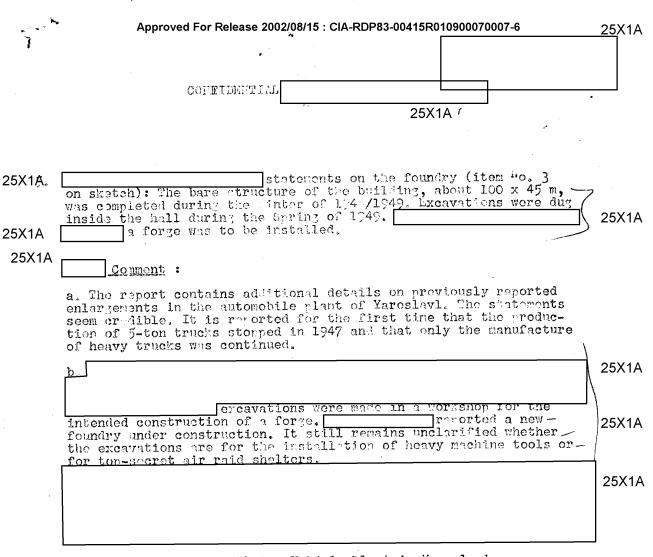
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Legend cent'd:

- 11. Rough brickwork structure, 70 x 60 meters, allegedly a new beiler-house.
- 12. Open terrain.
- 13. Double-track main railroad line.
- 14. Single-track spur line.

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COUNTE	Approved For Release 2002/08/15: CIA-RDP83-00415R010900070007-6 Seviet Union REPORT NO.	25X1A
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1.	Location:	
	In the northern section of Yaroslavl (39052 E/57037 N), Yaroslavl Oblast, west of the Volga River and the electric motor plant, and north of the large railroad line.	
2.	Plant installations:	
	The plant is an old installation which has/considerably enlarged many new constructions since 1945. Power is supplied by a power plant near the Volga River, east of the plant. A railroad connect is available. For plant layout see Annex.	
3.	Work force :	
	Three shifts with an estimated 2,000 laborers each, 40 percent worthis number does not include the PWs and Soviet convicts working the construction.	nen. on
4.	Production:	
	Main production 7-ton trucks, two-axle, with plant manufactured Diesel engines. Ten-ton trucks, three axles, with the same type of Diesel engines Short 10-ton trucks, with three axles, equipped with rope winches and motor fire engine mounted behind the cabin. Diesel engines. The production of 5-ton trucks stopped in 1947.	·
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1 Annex: "YAZ" No. 3 hotor Vehicle Flant in Yaroslavi.

SCHOOL SCHOOL

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11 Hew building, 130 x 130 m

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Annex

- a Administration, three stories, plmost completed
- b Projected new forge, foundations for large steam hammer completed and the wells partially completed (16 m)
- c Workshop, foundations and walls completed as on No. b above
- d Several workshops with foundations
- 12 Second gate
- Building under construction with two longitudinal sections, each 200 x 50 x 24 m, and a middle section, 50 x 35 x 15 m, partially completed
- 14 Three sectional building under construction, 30 x 30 x 10 m, almost completed
- 15 New boiler house, about 30 m 30 m
- 16 Canal under construction to the Volga branch located 4 km from here, about 1 km completed, 20 m ide, 8 m deep
- B Soviet hard labor camp
- C Cement-mixing shop under construction
- D Engineers depot, with pontoons and other engineer equipment.

 This depot will be cleared out, to make more space for the motor ventere grant.

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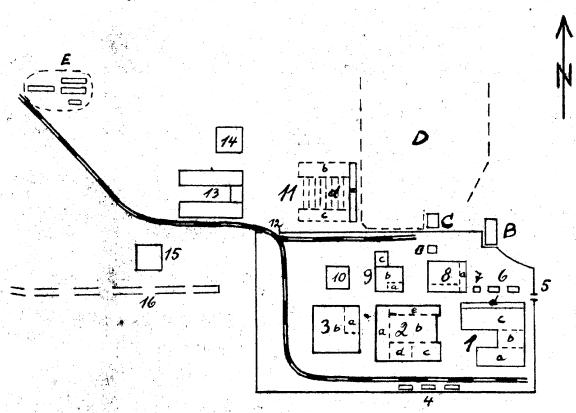
E Lechanical Factory of the Yaroslavl Construction Trusteeship, with construction office, forge and designing office.

JOHN TATAWANA

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	It Colonel of dworking depart— so the plant ures of two metal tially installed terman metal rking machines are not installed area. The premeturing machines bachs firm. A foundry tops. The plant area plant railroad in tion to the Domodedovo 100 Soviets worked ther of Soviet	ch was supervised by a rted in 1945 with a wo onstruction requirements. * The bare structure were completed and particle including precision was along with a varying nanches of the recamp a along with a varying nand convicts. **	the construction which we she woviet Army, started next operating for construction before constructions, or cossing workshops were the machinery in Octobe recessing machines, incorrived in 1946 and 1,47 were stored in boxes outsion machines included uch as are in operation as being installed in or overed 400x250 meters and dition to a standard—attation. bout 600 to 1000 inmates in the construction along ngineers, laborers and conduction:	2. 3.

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± 25X1A***	back to 1947 the report is forwarded as other information mentioned the allegedly planned construction of V-weapons plants in the Podolsk area. It cannot be determined and is doubted that the plant under construction near. Demodedove is to produce V-weapons. Only the Soviet Lt. Colonel in charge of the supervision might be a slight indication as to such a plant purpose. It is assumed that an aluminum and might iron foundry south of Demodedove reported in and the above reported plant are identical. For plant location and layout see Annex,	
	plant under construction and other details seem cradible.	

1 Annex: Sketch.

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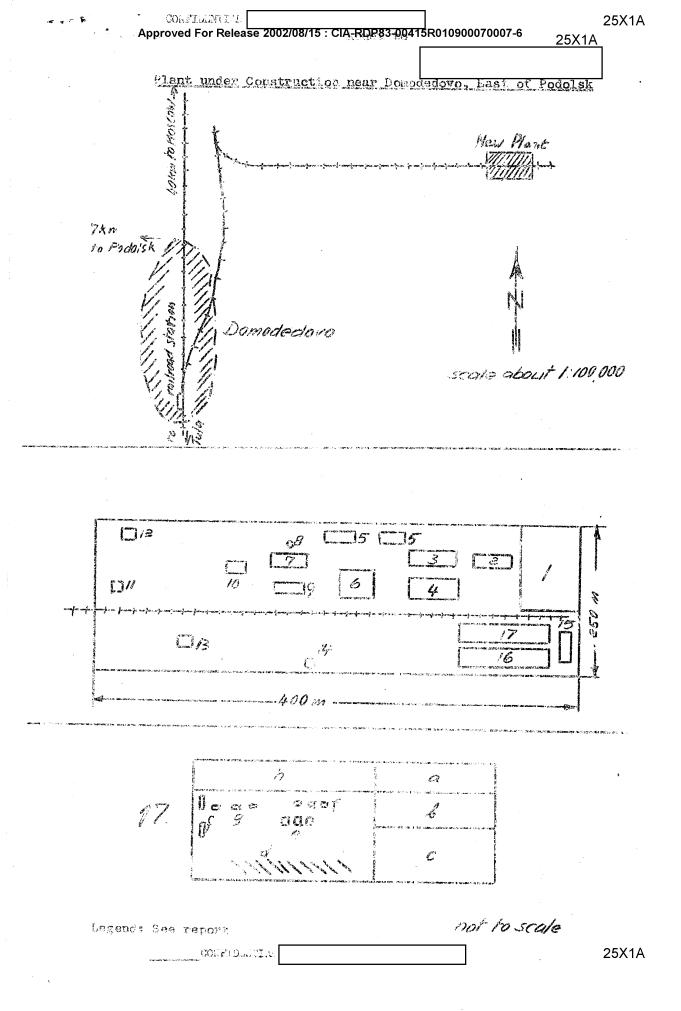
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Legend to innex

- 1. Penced in area of WW camp No 6306
- Circular saws
- Automatical wood processing shop
- Carpenter shop
- finished products storage
- Drying chamber
- boiler house with three boilers
- Thirty meter high smokestack
- 9 and 10. Daw frames
- Transformer station, twice enterged curing the period of observation
- 12 So-called white staff (labor management)
- 1.3 S0-called red staff (disciplinary authorities)
- 1.4 Water tower
- 1.5 Spare perts depot
- 1.6
- Morkshop, 150 x 30 x 7 meters, with stored machines workshop, 150 x 30 x 7 meters (see special sketch) 1.7 a Molding shop
 - b Foundry, presumably for aluminum and pig iron
 - c Electric welding shop
 - d Lathes

 - e Poring machine
 f Automatically working machines including grinding machines
 - g Shapers
 - n Work benches.

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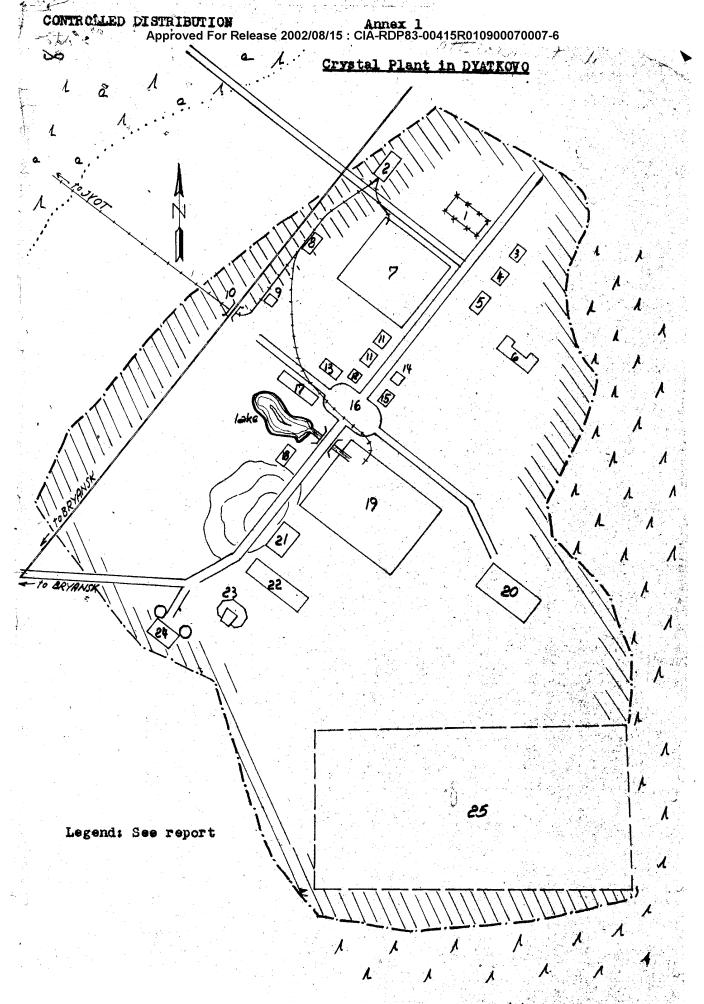
Legend to annex 1

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- Class store
- 3 (arrison

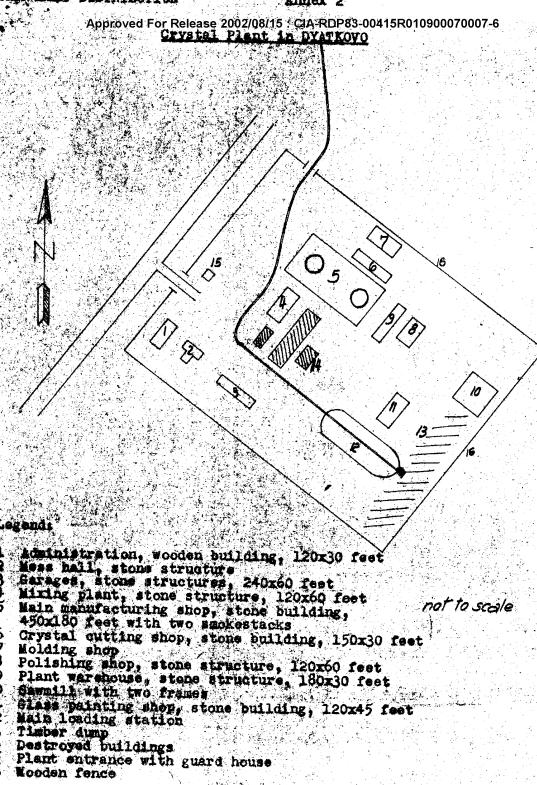
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- 4 Office building
- 5 Food store
- Hospital 6
- Sawmill
- 8 mailroad station
- station of narrow-gauge railroad 9
- Underpass
- 11. Two party buildings
- 12 Fire department
- 13 Hospital
- 1.6 Post office
- 3.5 Bank
- 16 Market square
- 17 State owned warehouse
- Warehouse 18:
-] Ç: Crystal plant
- 20 Bazaar
- 21. Bare structure
- Warehouse 2.8
- 23 Lenin square
- Cechnical school Planned airfield 24.
- 25

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	Location:		•		
•	In the western Kelinin Oblast,	part of Kalini	n (35°55'E/56°5	1'N),	
•	River,	ores ores	in dank of the	лотва:	
2,	Installations:				
	The factory cov tions seemed to are solid struc painted brick c	tures with bloo	900 meters. The work wooden roofs	e installa= orkshops end are	3 · · · · · · · · · · · · · · · · · · ·
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3.	Work force;				
	Three shifts witcent women.	th 1,000 Soviet	s each, includi	ing 60 pers	
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Annex

Legand to Annex:

- A Railroad car factory
- 1 Assembly shop, brick building, 54 x 135 meters
- 2 Guardhouse
- 3 Sawmill, brick buildings, 36 x 54 meters, with four frames
- 4 Post exchange, wooden shed, 36 x 135 meters
- 5 Brick assembly shop, 54 x 135 meters
- Erick foundry, 36 x 108 meters, with two brick smokestacks, each 21 meters high, five furnaces
- 7 Assembly shop, same as 5
- B Forced labor camp
- C Railroad bridge, two tracks
- D Road bridge, wooden structure resting on two stone piers
- E Fower plant
- F Peat dump of the power plant
- G Road bridge, similar to D
- H Cadet Behool
- I MVD headquarters
- K Tar academy
- L IT Camp No 7384

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	1 Annex:	Location Railroad	and Car	Layout Factory	Sketch	of	the	Kalinin	

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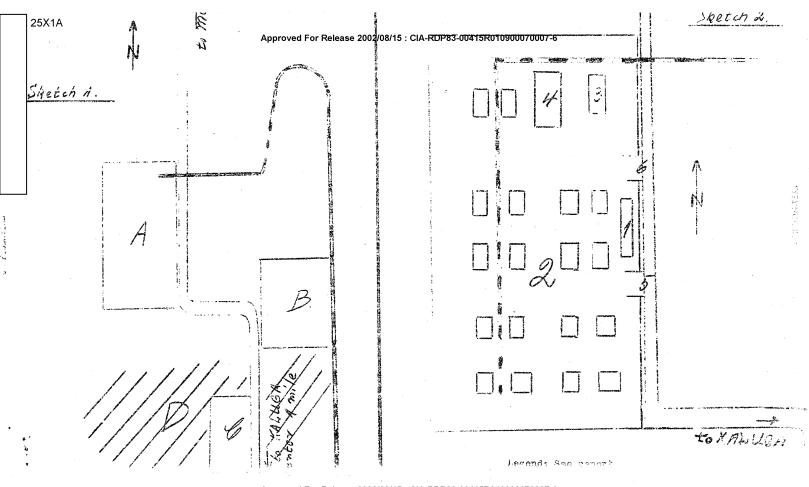
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4	factory with Power riant Under Fonstruction in Kenney
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· p ~ model of laboratory reliables 6 only surfacebase	
	25X1X
. 1.	Location:
2	About 1.6 km MWO of the town center of Kaluga (36° 18:6/54°30°W), Tula Oblast, and about 1.9 km east of a valley with a tributary of the Oka River. The reliroad line to Hoscow passes about 0.9 km north of the grant. Plant installations:
	a. According to Poviet statements the construction of the plant started in 1994. The bare structures of 10 workshops were completed before the war. After the war other workshops and the power plant were constructed. The vockshops are of red brick and have flat roofs. They are all of the same type of construction and heasure about 47 x 7.5 x 7.5 meters. Since the distances between the workshops are equal, the road net in the plant is rectangular. The power plant and the administration building are mighes than the other plant buildings and thus vary from the type of construction of the buildings which are numbered from 1 to 21.
	b. A sailroad connection was laid in 1947.
	c. Machinery was installed in all workshops after early 1948, with the exception of the four vacant buildings, located mostly in the south. The production was to start in 1950. Construction work on roads and rai road tracks in the plant area, and interior work on the workshops progressed slowly for lack of materials and machines. The 1.8-meter barbed-wire fence around the plant area was replaced by a hall of the same height. For location and plant layout see Annex.
3.	work force:
	four thousand Poviet Laborers, of whom 1,800 were women, and 2,000 Genzan Post doing construction work.
1	Froduction:
	the planned production was not known assumed, from 25X1> the type of machinery observed, that the production of the plant might possibly to shall machines, electric apparatus, electrotechnical items and
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	b. The Locatoric	tion was con	firmed by	7.2) (* C 7	n be considered	25X1A
•	c. the diag to be a fact plene shetch	. The state	out of the cirr	erent plant bul derived from .	laings is Asabled previous lacom-	
	2 Ameres:	factory vi (2 skotcho	th Fower Flant s on one ditto)	under Vonstruct	ion in watuge	
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	1/Amex 1 and 2	
Lo.	gena to Amexes:	
Ske	oten ma 1	
Ä	Wes plant under construction	
B	Taelmann Plant	
C	Camp with contonment buildings	
D	··ood:s	
Ske	eten no k	
1	Administration building, he all of the plant, larger and nigher than the everage size buildings in the plant	
2	Mincheen workshops of the same size, 27 x 7.5 x 7.5 meters, red brick structures than concreted fisors, doors of steel sneets (prates). The four wormshops furtherest to the south are vacant.	
3	correspond to lo, so-called motor signt, and ped vita numerous smeet-metal processing amenines	
Z;	Fower plant, 36 x 13.5 x 24 betters, four-story concrete structure, completed in 1547, not in operation. The second floor noises the three barries of turbines and the fourth floor the penerators. The boilers are flueled with coal dust. Most bunkers are in the area around the power plant.	5X1X
	Soerlitz and Dresden.	

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a National California (E. B. alaza e e de	



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	bulled Aircraft Engine hold. 25X1A	sopilities N UTOR 9
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aj i visionilisto porti la casarente de la cas		C 901 F - 8 1980-
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· · · · · · · · · · · · · · · · · · ·	Locatio the southwest some of volume at 139-10-2/51-39-N; The plan bordered on the southwest by a small feetory airfield and on the south by a large industrial plant.	
· .	nimerical cesignstion no 156	
25X1A	Naid not give a survey do stated that reconstruction work had not been completed year. New constructions were not observed	
l.	4. Tork force: 1,500 to 2,000 domess in the day south; number of shifts unknown.	
25X1A .	300 > 170 x 130 cm boxes on the basis of knowledge acrupted in line engines were pro-	25X1A
	group and overnauled	
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	a information on the vombble aircraft entire plant frames of the ical designation to 16) was contained in various gravious or the ical designation to 16) was contained in various gravious or the ical designation to 16, and 1949). From all this information (period covered: until may 1949). From all this information it was interred that the VORONEZH plant produces engines of the Hall type, but according to this report it has to be the Hall type, but according to this report it has to be also under the this plant also includes at least one repair also mediate this plant also includes the reported size of department for in-line engines (compare the reported size of	
	depositent for in-line engines	
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25X1A	4
b. The work force indicated as about 1,500 to 2,000 per	
shift agrees with former reports.	i
Go The numerical designation No. 156 was mentioned for the first time in connection with this plant. The former No. 16	
of the VORONEZH plant was re-assigned to the new KAZAN air- craft engine plant after the plant was transferred in	
December 1941. reported No. 156 as being assigned to the WSACT experimental clant west of the	25X1A
MOSCO sircraft engine plant No. 45.	25X1A
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INP 3	Obse	rvetions at the Coscov-Tushino Aircraft Engine Jant No.	500	25X1A
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	and the second second second Production	rion.	*******	
			7	25X1
		northern front of the plant borders on a branch canal of the Volga-Noskva Canal. The plant covered a site about 400 meters square. The plant area was surrounded by a board fence and watch towers and was guarded by civiliar guards.		
	2.	Engine test stame:		
		a. The construction of an engine test stand on the norwestern side of the plant outside the plant area was begin October 1948 and completed in march 1949. The test stands were installed by the Soviets without the help of PMs.	gun	٠
X1X		b. employed in the plant said they had jet fighter engines taken to the test stand.	seen	
		c. The test stend was a three-story brick building 50 square. It was put into operation in June 1949; the r of running engines was constantly heard.	meters oar	
	3.	fork force:		
·		estimated the number of workers assigned to one shift at 400 to 500, 40 percent women. Has done in three shifts.	Work	25)
		essigned to one shift at 400 to 500, 40 percent women,	Nork	25)
		essigned to one shift at 400 to 500, 40 percent women,	Tork	25)
		essigned to one shift at 400 to 500, 40 percent women,	Work	25)

			25X1A
		COMFILENTIAL	
	4.	Electric power supply:	
		Power was supplied by high tension lines leading to the northern corner of the plant from a lock about 100 meters west of the bridge over the branch canal. For this reason power was produced there. The lock was guarded by the navy. The difference of the water level at the lock was about 1 meter. In the northern corner of the plant a site about 80 meters square was fenced in; about 20 power transmission line masts were on this site.	
	5.	German technical Personnel:	
		a. About 120 engineers and skilled workers of the former Junkers Aircraft Flant in Dessau and their dependents lived in Tushino; 30 to 40 of them worked in one group in the aircraft engine plant. A chief engineer from Muerttemberg was particularly remembered.	25V4V
		b. dependents of these Germans. All of them had been deported to Tushino in 1948. The entire German group was transferred to Kuibyshev in September 1949.	25/1/
	6.	Production:	
		Jet fighter power plants, according to who had personally seen the jet engines. Other types of engines were presumably also manufactured.	25X1X
25X1A		Comment:	057/47/
		worthy. The observation of the newly built test plant outside the plant area is in agreement with previous	25X1X
		information.	25X1X
		b. The observations made in the plant added weight to the assumption that part of the plant is being converted to the production of jet engines.*	25X1X
		observation of such engines at the test stand cannot be ignored.	
		c. The reported transfer of Gerlach and his group to Kuibyshev is confirmed. On the basis of available information it is assumed that the development by Gerlach of a Diesel engine Jumo 224 did not lead to the expected success. The transfer of this group might possibly be in some connection with the conversion of the Tushino Flant to the production of jet engines.	
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1. Location:	
skirts of MOSCOW and one to two miles south of the subway sta- tion, BOLSHEVO. 2. Plant history:	 ,
Comparatively new factory. No building operations, except the installation of new machines, partly of Jerman origin. (1X work was stopped during the war.	
3. Layout:	
Size about 3,300 x 2,000 feet; 13 buildings, including pro-	
duction shops.	
a. One workshop 330 x 200 feet b. One workshop 650 x 250 feet c. Bive one-story workshops, each about 180 x 90 feet	
4. Labor force:	
About 2,000 to 3,000, presumably working three shifts.	
5 Production:	
a. Wings with landing tlaps and ailerons (see Annex No 1)	
o. Telescopic struts (see Annex, No 2)	
of Airplane instruments and instrument panels	
d. Three-bladed air screws, about 10 feet in diameter,	
CLASSIFICATION CONFIDENTIAL	ີ 25X໌

Approved For Release 2002/08/15: CIA-RDP83-00415R010900070007-6 25X1A COMPIDENTIAL 25X1A maximum blade thickness about 10 inches Buel tanks f. Other component parts: Steering Columns, steering ropes, reverse segments etc. Component parts: a. Re 5c: A finished instrument panel, upper range from left to right was seen. Gasoline pressure guage, oil pressure gauge, two altimeters; underneath: clock, artificial horizon, speedometer. At right-hand side between the two rows there are the landing gear control and compass. b. Re 5 e: Of rubber, 32 x 28 x 16 inches, filling sleeve with bayonet closure. 7. Production: 25X1X Eleht to ten railroad carloads daily Boilershop and railroad sidings were available. Comment: this is the only report on the KOSTINO accessories factory, unknown until now. From the detailed description of the production of this plant it can be concluded that tricycle landing gears with nose wheels are manufactured here, the main-wheels of which retract into the wings toward the outside. It is not known for what type of aircraft these parts were manufactured.

Aircraft Accessories Plant in KOSTINO l Annex:

was not identified.

Planes equipped with this type of landing gear were repeatedly observed on various a rfields, but the type of aircraft

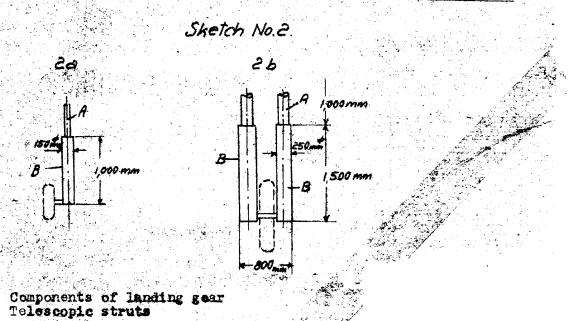
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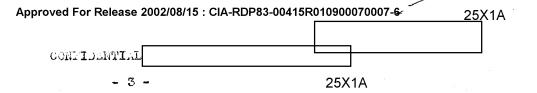
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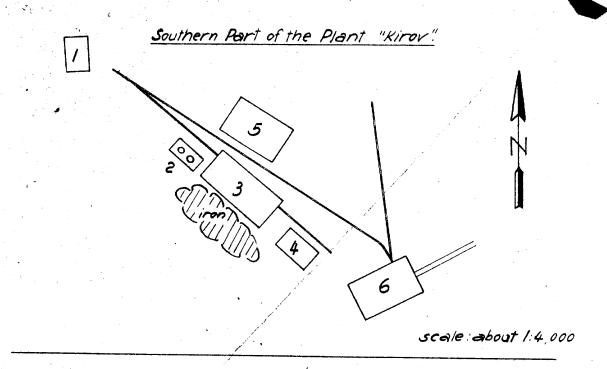


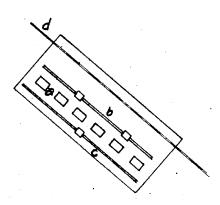
- 3 Plant Department 2, foundry, 90 x 37% meters, with arched plate roof
- 4 Forge, 45 x 27 meters
- 5 Molling mill, 73 x 45 meters
- 6 Plant Department 5, harmer department, 73 x 45 meters

Layout of foundry:

- a Six open-hearth furnaces
- b Two traveling cranes thanking thatfainates
- c Wraveling crane for the distribution of castings
- d liarrow-gauge track

COKE LESIOTAL	25X1A





Legend: See report

scale 1:2,000

- 2 -

Lagend to .. nnex:

- l lain gate and guard
- 2 Plant department No 26, two-story brick building, 54 x 22 x 15% meters, model making locksmith and carpenter shows, quarters for apprentices
- 3 jark
- 4a lesting department and laboratory, material testing
- 45 Locksmith remain show (4a and 4b one brick building, 54 x 22, x 135 meters)
- 5 Iron structure with brick masonry, 54 x 22½ x 13½ meters agusing:
 - a Department No 6, plant repair department and mochanical de-
 - b Department No 23, construction office
 - o Compressor station, three compressors
- 6 Iron structure with brick masonry, 54 x 22% x 13% meters, housing:
 - a Lechanical shop for assembly and testing of new constructions
 - b Department No 14, foundry with two large curols furnaces, molding shopy Die processing shop and sheet metal smokestack, 30 meters high
 - 3 lire department
- 7 brick building, 54 x 222 x 72 meters, housing:
 - a Ambulance
 - b Electrical remain shon
- 8 Power plant, steel structure with masonry, 54 x 30 x 10 meters, orick snokestack, 38 meters high. Power and steam supply for the plant
- 9 Joal storage
- 10 Garage, bri k structure, 36 x 13% x 4% meters
- 11 Lumber drying shop, 18 x 18 x 45 meters, brick structure
- 12 Lumber and coal storage
- 13 Tin and iron storage
- 14 Iron structure with masonry, 54 x 27 x 9 meters, housing:
 - a Department Lo 1, forge and press cutting shop
 - b Grinding shop with six electric hardening furnaces; blades for the reaping machines are produced here

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- 3 -

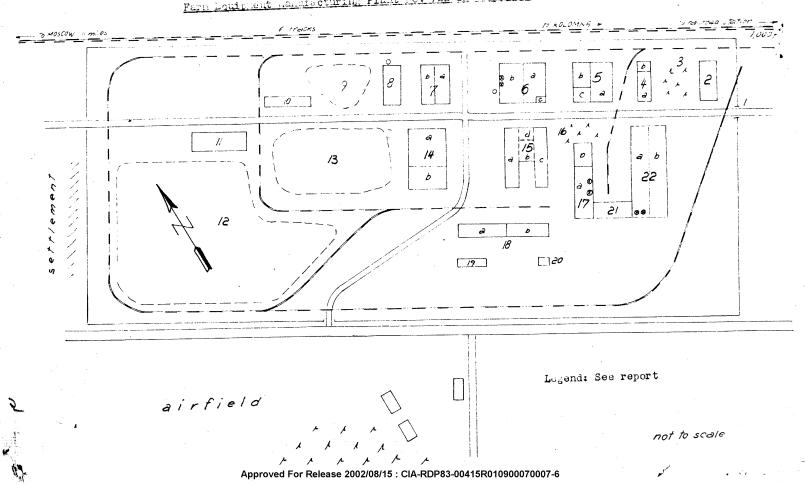
- 15 From structure with brick masonry, 63 x 45 x 16 meters, housing
 - a mechanical shops and assembly departments, production of wheels, shafts, axles, bolts and screws etc.
 - b assembly of grass cutters
 - o Carpenter shop and mechanical section, woodworking shop for farm equipment machinery
 - d Fire tower, 36 meters high used by the nearby fire fighting
- 16 Fark
- 17 Iron structure with Frick masonry, housing: (63 x 22 x 10 meters)
 - a Department to 13, foundry for heavy major machine parts, two large cupola furnaces, molding and cleaning department
 - 5 Transformer station
- 18 from structure with brick masonry, housing:
 - a 1. Camp .. o 7859 and registration office
 - Department No 18, ground floor: Storage for finished grass cutters and spare parts, shipping department and paint shop; second floor: Department No 30, production of transmissions for grass cutters and combines. Department No 30 was set-up between July 1948 and rebruary 1949. roduction was started in Larch 1949.

 Third floor: Lath for spare parts
 Fourth floor: Lath for spare parts
- 19 Oil storage, several 100 barrels of oil are stored there, each barrel containing 200 liters
- 20 Filling station
- 21 Core making department, brick structure, 18 x 9 x 7 meters
- 22 Iron structure with brick masonry, wooden roof, housing:
 - a Department to 9, foundry for small parts with two curolo furnaces, molding section and polishing shop
 - b large annealing furnace, a conveyer balt goes through the furnace. Chain links, share parts, copyheels etc. are macked into a metal box, this box is than but on the conveyer pelt and slowly runs through the furnace. The parts are later cooled and then go to the respective plant departments.
- 23 Gate 1.0 2

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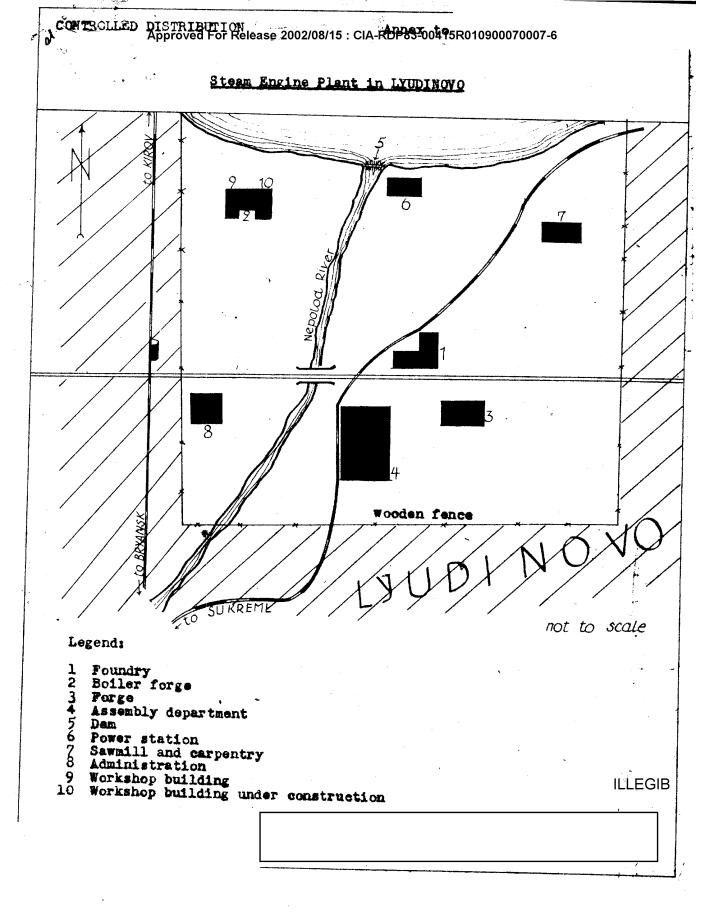
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	3 ,	CLASSIFICATION	25X1A
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TOPIC.	75	term Ingine Plant in LYUDINOVO	PERMITANTAN PROMINENTAL AND
-INTELL	26 Mrs	25X1A25X1A	u vertentaria deservici di serripolizi. Odini vezza i denda const
EVALUA		25X1A PLACE OBTAINED	
DATE C	F CO	NTENT 25X1C	TO THE REPORT OF THE PERSON OF
DATE C	BTAIN	NED DATE PREPARED 18 January 1950	Section of the sectio
REFER	ENCES	3	e de la companya de l
1	.4.	ENCLOSURES (NO. & TYPE) 1 Blueprint	25X1X
1		recovery some for IVO for VOOD I for VIVI with the VIVI was a second of the VIVI for	same communication and afficient of the
L			
	1.	Location of the Plant and Traffic Facilities:	
			_
		On both banks of the Lapolod River, at the outlet of this from Lyudinovskoye Lake. The plant is bordered by the to	num of
		LYUDINOVO (53052 1/34025 %) on the west, south and east LYUDINOVO is located at the BRIANSK-LIROV relirond line.	⊦
		tals line is a branch line from SURREML, traversing the	last or
		the north (see nnex).	•
	2.	Flant History	
		a. The plant is said to be very old. The Red army blass	od the
		plant during its retreat in 1941. Imost all buildings a reconstructed, reequipped and in operation by October 194	19.
		Only the Storage dam with turbines, the power station and	i some
		workshops were still under construction Restruction was completed in June 1948	econ- 25X1A
		b. lost of the machines were of German make and were in	ana a
5X1A		condition condition	Rood
		c. T 34 tanks and shells were allegedly produced in the	plant
5X1A		during the war	
5X1A		d. coording to lerge crenkshoft benches, pe	rallel
25X1A		planing machines and similar machines were installed in the in 1947 believes this machinery to be an indicate	ion of
		projected tank production. According to sum will be produced when the plant is completed.	unition 25X1A
	3.		
	O o	(The following enumerations correspond to the numbers of	the
5X1A		sketch. The plant installations were determined according the sketches	ıg to
5X1A		tit) Foundry	•
∨ ∧ 1∕\			☐ 25X1 <i>A</i>
	•	Installation: Several steel furnaces	
		CLASSIFICATION SECRET] 25X1 <i>A</i>

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25X1A	ч 4° т	Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070007-6	25X1A
		(8) diministration	25X1A
		no denoils available.	
İ		(9) Jorkshop building	25X1A
25X1A		it two in ouxilinry workshop of the force . The building was completed by october 1947, but the mechinery was not get instilled.	25X1A
25X1A 25X1A	٠	(36) satisfies building under construction This building was destroyed during the war. T34 tanks were allegedly constructed in this workshop when the war was almost over	25X1A
25X1A 25X1A 25X1A		* Store je dunes for iron parts and machines were also indicated by some courses (crude iron, nunches, plates, sheet iron tubes and rones, according to	25X1A 25X1A
		Source No 5 indicated a mechanical corkshop and a department for an authorizing simple parts. The last mentioned department is probably the forge (see No 11 on annex).	
057/44	is a	Production:	
25X1A 25X1A 25X1A 25X1A 25X1A		The mentally schedule of 68 units was constantly exceeded according to three or four units	25X1A 25X1A
	elli o	ork torce and torking Time:	
		The work force numbered 3,000 men This figure probably also includes the building workmen. Nork was done in the production departments in one 8-hour shift, in the reconstruction of the power station and of the forge in two shifts of eight hours each	25X1A 25X1A
	5.	day lifterials and Power	20,(1,)(
		Force was supplied by the plant-owned power station. No details are known regarding raw materials.	
	8.	Security	
25X1A		The plant area is surrounded by a wooden fence and secured by	
		SLURGT-	25X1A



CUENTRY So	Approved For Release 2002/08/15 - CIA-RDP83-00415R010900070007-6 25X1
	cobile Factory in Lyudinovo
Commence and the book of the b	25X1A
EVALUATION	25X1A PLACE OBTAINED 25X1A
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	DATE PREPARED 28 Fetich 1950
•	ENCLOSURES (NO. & TYPE) 1 Riverint
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ORIGINATE ANT THE STATE OF THE	25X1X
	25/1/
1.	Location:
	Scuth of Lyudinovo is a lake, about 1,000 x 1,500 meters, at the northeast corner of the plant. The outlet of the lake runs through the plant.
2.	Traffic facilities:
	The plant is connected by tracks with the Soviet-gauge Vyasma-Bryansk railroad line and with the narrow-gauge railroad line, running to the east.
3.	Size:
	About 1,000 x 1,000 meters (a walk along the edge of the plant takes 15 minutes).
\mathcal{U}_n	Leivout:
	a. Boiler forge: About 100 x 100 meters, equipped with several steam hammers, forging places and lathes. The boilers were formerly riveted. Since the contitment of German PWs they were electrically welded.
	b. Large foundry and mouldry: About 100 x 100 meters, a high building with glass roof, equipped with four steel furnaces which are charged with iron and steel ingots as well as with scrap, coke, and limestone. 25X1 the proportion of the mixture and the capacity of the furnaces. Fly whoels, gear wheels, connecting rods etc. were cast.
	c. Small nonferrous metal foundry: About 100 x 30 meters, equipped with two liquid tar-fueled furnaces with blowers. Shall parts as bearings, taps, screws, threads and other
	CLASSIFICATION SUCRET 25X1

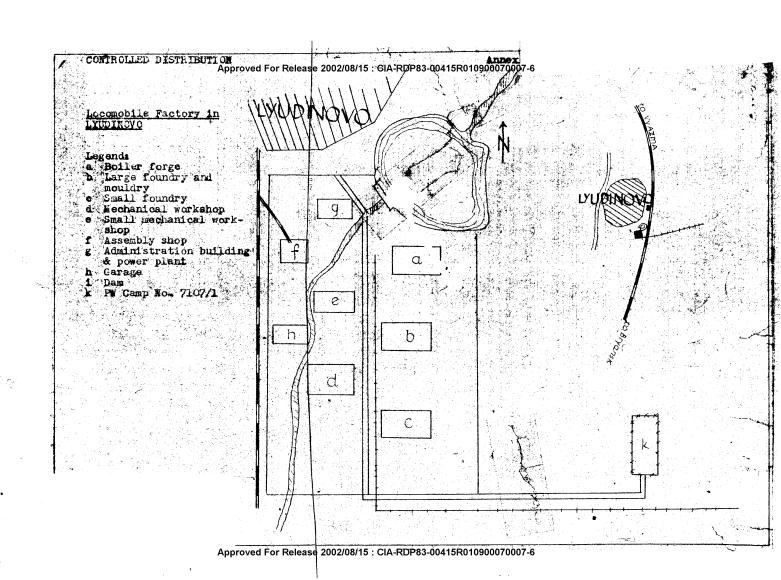
	JECRST/	25X1A 25X1A
· · · · · · · · · · · · · · · · · · ·		
25X1X	nonferrous metal products were manufactured.	 25X1X
	d. Mechanical workshop, about 100 x 100 meters, equipped with 100 modern lathes of all kinds, including revolving lathes, some of them up to 20 meters long (time of installation: 1947). Only 10 of these lathes were in operation. The parts cast in section b, were finished here.	
	e. Small mechanical workshop: About 80 to 60 meters, equipped with several modern Cerman machines of which only some were used. Russian civilians were trained on these machines by German FWs. Farts cast in sections B and C were finished here.	
	f. Assembly shop: About 100 x 100 meters. Assembly of locomobiles which were shipped from there via the Sovietagauge railroad line.	
25X1X	E. Administration building and power plant: About 80 x 40 meters. The nower lant is coal fueled. h. Garage: About 60 x 20 meters, for about 20 motor vehicle	25X1X es
	i. Dam: The lake is dammed in its southwestern corner by a dam about 50 meters long and 20 meters wide which was completed in 1947.	
25X1X	it is planned to build a hydro-power plant. The construction of this plant had not started in 1947.	
	Co. Troduction:	
	Locomobiles for agriculture are manufactured in the plant. About 90 to 100 locomobiles left the plant every month. The reported	25X1X
	quentity also agrees with the number of units manufactured in the foundry.	
	From the following facts that the production of tanks was to start in October 1947:	25X1A
	e. At several places parts of T34 tanks (scrap) were still ying around.	
	b. The plant manufactured tanks before and during the war.	
	c. In the course of 1947 modern machines were installed in several sections which are not used for the construction of locomobiles.	
	SECRET	25X1A

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25X1A

		25X1A
	d. Several Russian workers, trained on the new machines, stated that the machines are destined for the production of tanks.	
	e. All TWs were removed from the Plant in October 1947.	
7。	Security measures:	
	The plant was guarded by MVD units. The entire plant was surrounded by a wooden fence reinforced by barbed wire. Every 100 meters a watch tower had been erected.	
	1 Annex: Locomobile Factory in Lyudinovo. (location and layout, sketch)	25X1A

SECRET 25X1A



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EVALUATION.	25X1A PLACE OBTAINED 25X1A
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	2
1.	Location: About 1½ km northwest of the Orel (36°05°E/52°58°N), Orel Oblast, Main Station, between the railroad line to Moscow and the Oka River and about 730 maters north of the former tank plant Zavod No. 9. A 36 meter wide forge is between the power plant and Zavod No. 9.
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2.	About 1 km northwest of the Orel (36°05'E/52°58'N), Orel Oblast, Main Station, between the railroad line to Moscow and the Oka River and about 730 meters north of the former tank plant Zavod No. 9. A 36 meter wide gorge is between the power plant and Zavod No. 9. Plant installations: The power plant is comprised of the following two sections: Plant No. 1, completed in 1945, equipped with one boiler and one turbine, and Plant No. 2, completed in November 1948, equipped with two boilers and one turbine. The two plants are adjoining. that the construction of an additional plant (No. 3) was planted to start in January 1950. This new power plant was to be attached to Plant No. 2. A railroad con- meetion was available. For plant layout see Annex. Work force:
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25X1A Comment :

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Since there are no other records available on the power rlant of

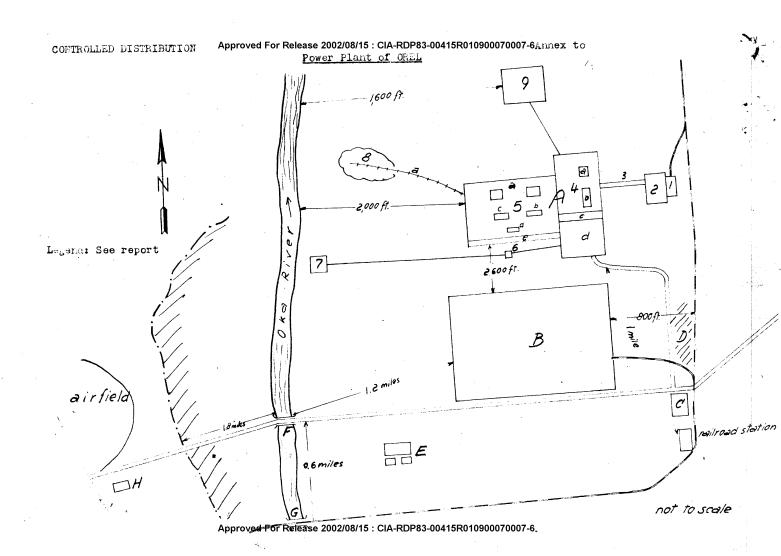
1 Aunex: Power Flant of Orel.

Legend to A nnex :

- Power plant
 - 1 Unloading platform with coal bunker
 - 2 Scale house
 - Slanting elevator
 - Power plant No. 1, 350 x 23 x $13\frac{1}{2}$ meters, brick structure with flat roof covered with concrete slabs
 - boiler, 4g x 3g x 2g meters
 - b. Turbine, Elliot make, 2,000 kws, 3,000 rpm
 - Switching station with automatic switching installations of US origin, General Electric make
 - d. A dministration
 - Power plant No. 2, 650 x 18 x 13 meters, brick structure with flat roof covered with concrete slabs
 - Two boilers, type Billeystoker, each 32 x 42 x 22 meters
 - b. Turbine in horizontal position, Ulliot make, 3,000 rpm
 - Generator 6,000 kws
 - Condenser
 - Switching station with four automatic switching installations from General Electric
 - Distributor
 - Electrical rumping station, 9 x 72 meters for clean water
 - S lag dump
 - a. narrow-gauge railroad
- 9 Cooling plant with three separated concreted basins, each 135 x 45 x 2 meters equipped with spraying installation
 - B. Zavod No. 9

 - C. Wood working factory D. Various storage sheds
 - E. Ingineer barracks
 - F. Wooden bridge
 - G. Railroad bridge
 - H. FW camp No. 7263/1.

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7.	Location
7.	<u>Location</u> : On the porthwestern outskirts of Orel (38005'E/52058'N). Orel
7.	Location: On the northwestern outckirts of Orel (38°05'E/52°58'N), Orel Oblast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south.
2.	On the northwestern outckirts of Orel (38°05°E/52°58'N), Orel Oblast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south.
	Cn the northwestern outckirts of Orel (38°05'E/52°58'N), Orel Chlast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south. Plant installations: The plant, a new installation, was constructed in two sections. The smaller plant was completed, and started operation, in 1945. The construction of the larger plant started immediately afterwards and was completed by 1943. The small plant is equipped with one boiler and a turbine. The large plant had two boiler installations of US make. With the large section in operation, the small plant operated only temporarily as a substitute. Water for the boilers came from the Oka Wiver and was first pumped through a
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2.	Cn the northwestern outckirts of Orel (38°05'E/52°58'N), Orel Chlast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south. Plant installations: The plant, a new installation, was constructed in two sections. The smaller plant was completed, and started operation, in 1945. The construction of the larger plant started immediately afterwards and was completed by 1943. The small plant is equipped with one boiler and a turbine. The large plant had two boiler installations of US make. With the large section in operation, the small section operated only temporarily as a substitute. Water for the boilers came from the Oka Miver and was first pumped through a purifying installation in the large clant section. It was learned that the construction of a third plant we planted to start in January 1950.
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2. 25X1A	Ch the northwestern outckirts of Orel (38°05°E/52°58°N), Orel Chlast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south. Plant installations: The plant, a new installation, was constructed in two sections. The smaller plant was completed, and started operation, in 1945. The construction of the larger plant started immediately afterwards and was completed by 1943. The small plant is equipped with one boiler and a turbine. The large plant had two boiler installations of US make. With the large section in operation, the small plant is section operated only temporarily as a substitute. Water for the boilers came from the Oka Miver and was first pumped through a purifying installation in the large plant section. It was learned that the construction of a third plant we planted to start in January 1950.
2. 25X1A 3.	Cn the northwestern outckirts of Orel (38°05'E/52°58'N), Orel Cblast, about 250 m west of the railroad line to Moscow, and 600 m eart of the Oka River. The Savod No. 9 Plant is farther to the south. Plant installations: The plant, a new installation, was constructed in two sections. The smaller plant was completed, and started operation, in 1945. The construction of the larger plant started immediately afterwards and was completed by 1945. The small plant is equipped with one boiler and a turbine. The large plant had two boiler installations of US make. With the large section in operation, the sm section operated only temporarily as a substitute. Water for the boilers came from the Oka Miver and was first pumped through a purifying installation in the large plant section. It was learned that the construction of a third plant we planned to start in January 1950. The plant construction between the boxes at the plant construction. Work force: No details available.
2. 25X1A	Ch the northwestern outskirts of Orel (38°05'E/52°58'N), Orel Chlast, about 250 m west of the railroad line to Moscow, and 600 m east of the Oka River. The Savod No. 9 Plant is farther to the south. Plant installations: The plant, a new installation, was constructed in two sections. The smaller plant was completed, and started operation, in 1945. The construction of the larger plant started immediately afterwards and was completed by 1943. The small plant is equipped with one boiler and a turbine. The large plant had two boiler installations of US make. With the large section in operation, the sm section operated only temporarily as a substitute. Water for the boilers came from the Oka Niver and was first pumped through a purifying installation in the large plant section. It was learned that the construction of a third plant we planned to start in January 1950. [Installation of large boxes, presumably with machine parts, which we stored in the plant. [Installation of large boxes, presumably with machine parts, which we stored in the plant. [Installation of large boxes, presumably with machine parts, which we stored in the plant. [Installation of large boxes, presumably with machine parts, which we stored in the plant. [Installation of large boxes of the plant construction of a third plant we stored in the plant. [Installation of large boxes of the plant construction between the boxes at the plant construction.]
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	Large power rlant, 6,000 kms.	а
	The power was directed to the town, the industrial in and to the railroad.	stalItions
25X1A	Comment:	
	The Orel power plant has been reported twice recently This report confirms the previous statements. Location layout are thus clarified and can be considered facts sketch of the location and plant layout was furnished	a. A good
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1.	Location:	*			
	Northeast of Igum about 30 km west Gowki-Moscow.	movo (43 ⁰ 38* 3/5 of Gorki, north o	6 ⁰ 14° N), Gorki f railroad line	Oblast, and road	
2.	plant Installation	ns:			
8.	The Rulon Chemical ern cae of which	l Plant is compri existed before 19	sed of two sect. 39 and produces	ions, the ea plexiglass.	st-
	b. The construct ber 1947. Boiler led here. The os the middle of 194 1949 was not met lete 1949.	s from the Leuna sential parts of 49. After the fir	plant in Corseby this section we st scheduled de	urg were ins re completed adline on l	tal- by Hay
	obtain details on available. Power	er plant, located	ion. A railroa ough undergroun	d connection d transmissi	on
3.	Crk Force:				
	600 to 800 Pys an ecnstruction. La only a few, presu jobs.	is several hundred bor for the produced weably foremen, we	ction had not a	rrived in Ju	ly 1949
4.	Production:				OEV4A
	The eastern plant any details on th	section produces to intended produce		tern section	25X1A which
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	Was under construction. According to]it was 25X1X
25X1A	Comment :	
	n. The combined chemical plants in Dzerzhinsk are knoprever times. They are east of town, on both sides of road line to Gorki. The limits of the individual phonon definitely determined at the end of the war.	the rail- its were
i v.	is transmitted as anner 2. reporte power plant and also furnished a presumably correct disurvey of the arrangement of the individual installation.	25X1A ed on the lagrammatic lons.
	noth sketches egree on the location of the Rulen plant	· · · · · · · · · · · · · · · · · · ·
	b. The fact that, in recent years, the plant was mode the installation of machinery from the German Leuna Pl known. New constructions are reported for the first t fact which makes report particularly valuable.	ants, was
	reproduced on a German aerial photograph, dated July 1 that time the plant was designated No 148.	25X1A is 942. At 25X1A
	and the sum of the Summer of 1949 stating that mainly produced bulletproof safety class for the air a industry confirms the reported production of the old f	rmement .

Rulon Chemical Plant in Dzerzhinsk-Igumnovo Chemical Combine Dzerzhinsk.

Legend to innex

- A Rulon Chemical Plant
 - he partment to 108, 60x27 meters, equipped with the large boilers
 - 2 Deportment no 112, 54x18 meters, distributor system for the steam pipeline from the power plant
 - 5 Department 40 105, 54x18 meters, power strtion with transformers, compressors and switchboards. Ither ring plant with square basins, insulated with aspestos and peat alabs.
 - 4 penartment wo 104, 36x13; meters with 30 meter high smoke-stack, probably boiler nouse; three furnaces were constructed here
 - 5 Department No 102, 54x18x30 meters, equipped with four steel boilers in vertical position, purpose unknown
 - 6 Department No 101, 72x36x37; meters, six stories. The middle section is not roofed, the workshop is equipped with various kinds of boilers.
 - 7 pumping station, connected to department No 101 and the boilers north of the pumping station by above ground pipelines.
 - 8 Four outdoor boilers, $4\frac{1}{k}$ meters, 7 meters in diameter. The boilers are brick lined, all four boilers are separately renced in and surrounded by k_0 meter earthen wall.
 - Twenty pumping points in a shed lith railroad tracks goin; through. Twenty additional pumping points are on both sides of another railroad line outdoors. Both spur tracks and shortly beyond the pumping points.
 - lo Building, purpose unknown
 - Il Four boilers in vertical position, 45 meters high, le to 12 meters in diameter, constructed of five Amethick sheet metal, insulated with the second, on stout concrete foundations. The area is surrounded by an earth wall, 1.8 meters high. Three parallel underground pipelines lead to No 13
 - pumping station with several electric motors, presumably pumping station of No 9 above

25X1A

About 16 boilers

each 3½ meters high and 3½ meters in diameter. The area was surrounded by a six feet high earth wall.

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- Department No 103, 72x27x36 meters, five stories, All stories house various boilers
- Department No 106, 54x18 meters, equipped with three large boilers, 13½ meters high and 6 meters in diameter A surmate pipeline leads from here to No 17.
- Department No 118, 36x13.5 meters, pumping station for cooling water, equipped with several rotary pumps and on either side of the station one concreted basin, each 13x42x42 to 5 meters.
- Department ho 119, cooling tower, about 36 meters high and 13½ meters in diameter with pipeline connection to department No 105 (item No 3), department No 166 (item no 15) and department No 118 (item No 16).

All plant departments are interconnected by underground pipelines, 5 to 13 mm in diameter, who above ground pipelines rest on iron pillars and are recorded on sketch (as far as

- 18 rea of the old plant
- 19 Pu Camp 10 7117/7
- B power plant
- C yava Chemical Plant.

CONFIDENTIAL 25X1A

Legend to innex

- l Kalinin Chemical Plant
- 2 stroi Chemical Plant
- 3 Oka Chemical Plant
- 1 power plant
- 5 stalmost Plant (presumably mechanical department of the power plant)
- 3 Yava Chemical Plant
- 7 Rulon Chemical Plant and Py camp
- Sky scrapers
- 9 Large bakery
- lo pli camp.

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COUNTRY	Soviet Union REPORT NO	tana ya kata da kata d La kata da kat
TOPIC	Plana No 837, Treatment of Precious Stones in UGLICH	olen (1975). Sangalandar - Ang p
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ettek falute – e anyt falavogo side votenskip jedengu e	25X1X	emendentroom var. seles i :
	Location:	• .
	About & mile north of UGLICH (38°20°E/57°31°45"N)on the east side of the road to RYBINSK. There was a wood north of the plant and a factory about / mile to the SV.	1.
2.	Size: 0.6x0.6 miles.	
3.	Levont:	
	Administration. Manufecture: Building 320x100 feet, four stories, boilerhouse, garage, modern installation originating from Switzerland.	
A, o	History:	`
	The plant was constructed between 1939 and 1948. Production started in July 1946.	
5.	Fome: F.T.K. 2, Plant 857 (from Seviets)	
6	Munagement: NIKOIOV Chief Manager, BABIESKI Subchief.	•
7.	Labora	
	3.000 Soviets, in 2 chifts.	
8.	Production:	• • • •
	Valuable jewels were shaped, which were used for high-grade precision instruments, compasses and watches and/or chronometers. For high-grade instruments corundum was used, for less sensitive instruments, agate stone.	
	b. Rubies and sapphires (synthetic)were supplied by Switzer- land up to November 1947 kut since then came from BITTENFEID according to Soviets. The degree of hardness was 8 to 9. The	
	CLASSIFICATION SECRET-	25X1A

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agate stine is a natural stone found in the Ural and the Caucasus. These stones were round, oval, triangular, rectangular in shape with spiky edges.

- c. The stones were shaped on machines of very good technical quality. The boring, Arilling and policing naterials used were chiefly diamonds and tripoli. Diamonds for technical purposes were also manufactured in the plant. Hose detailed information was not available. The plant had its own wire drawing mill where the thin wire required for the working process was made.
- d. The round stones, used for the high-grade instruments, (measurement instruments, compasses and watches chronometers), had the following liameters: 1:1.2:1.4:3.5 and 0.2 mm. They were 0.47 to 1.5 mm thick. The calibers of the bore of thece atones was from 0.08 to 0.65 nm. The stones, required for the watchmaking industry, were mostly intended for expert to the USA and Swizzerland. The monthly production of the 5th

section, was paper of the plant was about 3 million stones. The plant was about 3 million stones. The plant was about 3 million stones.

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25X I

- 9. Current was supplied by the UGLICh power plant,
- 10. We callwood connection shipping was done by trucks.

25X1A

25X1X

25X1X

Comment:

The present report partally confirms a former report, + in that he dismintaling of the BLMIN Quartz Melting Flunt and its transfer to BULINGUAD were reported as well as the supply of quartz crucibles from the re-erected plant for the manufacture of synthetic precious stance to BITTLIFIE.

The report shows that the demand for stones for the instrucenu-making industry can only be met by imports, especially from the soviet mone. This will also account for the purchases of precious stones in Switzerland and the Metherlands, which will be made possible by experting alones shaped for use by the watchmaking industry.

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COURT	Approved For Release 2002/08/15: CIA-RDP83-00415R010900070007-6 Sovies Union	 ILLEGIB					
TORNOTT	Bachine Factory in Uzlovaya						
TORIGITIES	25X1A 25X1A	MOTE SECULARIZATION A 12 MA					
EVALUATION_		indicators are appropriately as a many consistent					
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ment for the Market for core accomment guarantee (\$1.0 %, which co		THE ST SECTION AS A STREET OF THE STREET					
		25X1X					
		20/(1/(
l.	Location:						
	The Ussmu Plant for mining machinery is in the south- east port of Uzlovaya (38009'E/53058'N), Moscow Oblast, about 450 maters southeast of the Tula- Stalinogorsk road, about 0,6 km south of the railroad						
	station.						
E q	- Manual Annual Annua						
	The plant covered an area of about 450 x 600 meters. The construction, started in 1947, was, by September 1949, not completed for most of the installations. The large workshops are iron structures with concrete lining. The smaller buildings were brick structures, some of them plastered. Electric current came via an open-air power transmission line from the direction of Stalinogorsk. Railroad connection was available.						
	For location see Annex 1,						
	For plant Layout see Annex 2.						
3.	Work force :						
	Several hundred PWs doing construction work. No details were available on the number of laborers in the production	1.					
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Work was done in three 8-hour shifts.

4. Production :

Production started in the Summer of 1943. Elevator towers, conveyor belts, shaking chutes and other unidentified machines.

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The	Uzlovaya	Plant	for	mining	ebnipment	has	been	
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25X1A

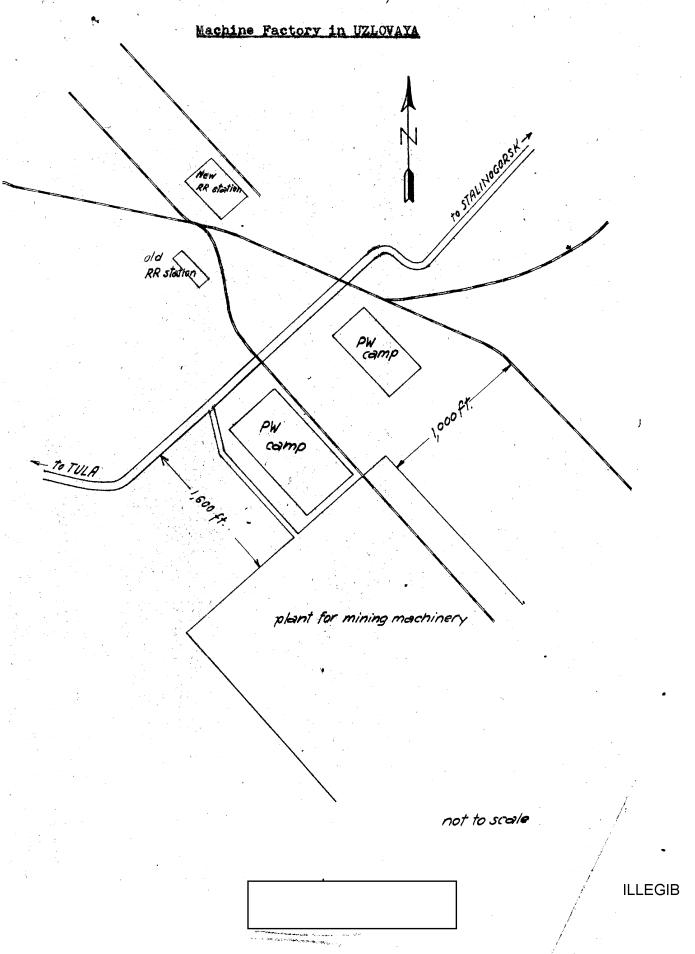
2 Annexes: 1. Machine Factory in Uzlovaya 2. Machine Factory in Uzlovaya,

Legend to Annex 2 (

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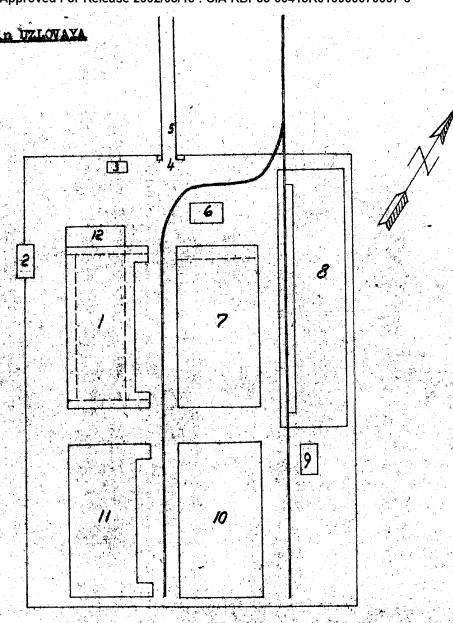
- 1 Assembly shop, 225 x 108 x 18 meters, iron structure with concrete lining
- 2 Administration, 45 x 13 meters, four-story plastered brick building
- 3 Fire department, 27x 13 meters, bare brick structure with tower
- 4 Entrance and two small guard houses
- 5 Stalin monument
- 6 B piler house, 54 x 36 x 10,5 meters, bare brick structure, with smokestack, 30 meters high
- 7 Workshop under construction, 225 x 108 meters, iron structure with concrete lining, called workshop No.4
- Workshop No. 5 under construction, 360 x 90 meters, iron structure with concrete lining
- 9 Construction office, 36 x 22,5 meters, three-story plustered brick building
- 1.0 Foundry under construction, 225 x 108 meters, iron structure with concrete lining, which so far only contained three concreted pits, 2.7 meters deep, together as long as the hall
- 11 Workshop No. 2 under construction, 225 x 103 meters, iron structure with concrete lining
- 12 Annex to assembly show under construction, 72 x 27 meters, iron structure with concrete lining.

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Legend, See report

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From the data on the location of this previously known plant it is assumed to be the former Voroshilov Cun Factory in HOLOUMA, and an aerial photograph taken in 1942 was attacked to a former report.

b. The report confirms the westward plant expansion. The mentioned photograph shows that such an expansion is possible.

The designation "Savod Terek To. 7" was mentioned for the first time. The attached sketch is in agreement with available information as to the distribution and purpose of the indivilual departments located in the eastern section of the plant. Essentially new details are reported relative to the mestern plant section.

The report confirmed previous information that machine tools are now being produced in the plant.

This assumption is also confirmed by the transfer of workshops of the western German Schless and de Vries Firm, which renufactured machine tools. According to available information, sections of this firm have been allocated to the Soviets as reparations.

The report is considered credible.

25X1A

Legend to Amex

Section A in operation. Section B, building site.

- Garage
- Unergency generator
- intrande and administration building
- Transformer station
- Boiler house, 150x90 feet, with wing, 5 boilers Forge, 300x90 feet
- Construction bureau and technical department in charge of waterpipes and heating installations, 300x90 feet, steel and slug stone structure
- Four-story building, 300x90 feet. Electric motor repair shop 8 ŞI Foundry and moulding shop with two cupcla furnaces set up
- in the summer of 1948 Machine shop and class room called "Tekhnikum" in addition to offices, 360x270 feet
- Assembly hall and mechanical workshop, 360x300 feet, with a. Netal-working machines and Assembly hall
- 3.2 Fattern shop and carpentry for packing material
- Slug stone and concrete stone factory
- Foundry for large machine parts with three furnaces P" Camp No. 7889 14

1.5

Building site, 1,800x360 feet. The steel skeleton frames and the foundations for the girders are completed. The walls were being added and foundations for numerous large machines were under construction The workshop is to have three large and one small department and is to be about 80 feet high. roof is to be provided with class windows.

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Two four-story administration buildings, about 200x50
feet, still without roofs. Target date for the
completion of the buildings is June 1949

18 "orkshop similar to item 16 above. The steel frame
mas being set up. From the observation that moulds
were being unloaded there
shop was perhaps to be a foundry

19 Large coal dump, allegedly a two-year supply
20 Slug stone and concrete stone factory
21 Boiler house
22 Locksmith's shop
23 Carpentry
24 Sawmill
25 Materials dump
Excavation work for a planned boiler house with six boilers.

1 Annex: Machine Plant in KOIMONA

25X1A

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